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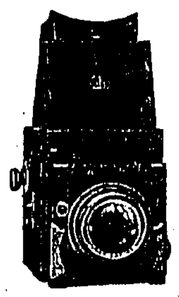

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SCOTTISH CUP TIES, LEAGUE RESULTS, AND TABLES UP TO DATE

[FROM OUR OWN CORRESPONDENT] London, Last Night.

Scottish Cup ties monopolised the interest of football followers to-day, the biggest surprises being the draw between Rangers and Queen o' the South and the defeat of the Cup-holders (Kilmarnock) by Hamilton Academicals. A full programme of English League games was decided. Results:—

ENGLISH LEAGUE—First Division			
Birmingham	1	Blackburn	2
Bolton	0	Arsenal	0
Burnley	0	Leeds U.	3
Derby	4	Manchester C.	2
Everton	1	Portsmouth	1
Grimsby	3	Liverpool	2
Huddersfield	2	Newcastle	0
Leicester	4	Middlesbro'	1
Manchester U.	4	West Ham	2
Wednesday	1	Sheffield U.	1
Sunderland	4	Aston Villa	1

	P.	W.	D.	L.	Goals F.	A.	Pts.
Wednesday	25	15	6	4	63	30	36
M'chester C.	26	14	6	6	63	47	34
Derby	26	14	4	8	51	47	32
Leeds	26	14	2	10	60	37	30
Liverpool	27	12	5	10	46	53	29
Huddersfield	27	12	5	10	40	44	29
Blackburn	28	12	5	11	69	65	29
Aston Villa	26	12	4	10	53	52	28
Leicester	27	12	4	11	57	58	28
Middlesbro'	27	12	3	12	58	57	27
Bolton	27	10	7	10	50	42	27
Sheffield U.	27	11	4	12	56	56	26
Burnley	27	9	7	11	55	64	25
M'chester U.	27	11	3	13	43	54	25
Portsmouth	26	8	8	10	44	42	24
Birmingham	26	8	7	11	42	40	23
West Ham	27	9	5	13	56	56	23
Arsenal	26	9	5	12	40	38	23
Sunderland	26	8	7	11	43	51	23
Everton	27	6	9	12	47	57	21
Newcastle	26	9	2	15	47	69	20
Grimsby	25	8	4	13	46	61	20

Second Division			
Bradford	5	Blackpool	0
Bristol C.	2	Stoke	6
Cardiff	0	Bradford C.	1
Millwall	2	Oldham	1
Notts C.	4	Hull	1
Preston	1	Wolves	1
Reading	3	Charlton	1
Southampton	2	Notts Forest	0
Swansea	0	Barnsley	2
Tottenham	3	Chelsea	3
West Brom.	5	Bury	1

	P.	W.	D.	L.	Goals F.	A.	Pts.
Oldham	26	15	7	4	60	29	37
Blackpool	26	17	2	7	66	51	36
Chelsea	27	12	10	5	48	27	34
Bradford	26	13	6	7	55	44	32
Bury	27	13	4	10	52	47	30
Wolves	27	11	7	9	53	49	29
Southampton	27	12	5	10	53	49	29
West Brom.	26	12	4	10	72	53	28
Charlton	26	9	9	8	39	35	27
Cardiff	27	11	5	11	37	37	27
Stoke	28	10	6	12	53	53	26
Notts For.	26	8	9	9	32	41	25
Hull	26	10	5	11	37	47	25
Tottenham	27	8	8	11	39	44	24
Preston N.E.	27	9	6	12	42	53	24
Notts Cnty.	27	6	12	9	37	41	24
Bradford C.	26	8	7	11	44	54	23
Bristol C.	26	8	6	12	40	66	22
Millwall	26	6	10	10	40	55	22
Reading	27	7	8	12	32	44	22
Barnsley	26	7	6	13	34	47	20
Swansea	27	6	6	15	36	48	18

Division III. (South)			
Bournemouth	1	Coventry	0
Crystal Pal.	5	Gillingham	1
Fulham	2	Exeter	2
Merthyr	2	Brighton	8
Newport	1	Brentford	3
Norwich	4	Northampton	3
Queen's P.R.	2	Southend	5
Walsall	1	Luton	0
Watford	3	Clapton O.	0

Plymouth v. Swindon and Torquay v. Bristol Rovers postponed.

	P.	W.	D.	L.	Goals F.	A.	Pts.
Brentford	26	18	3	5	61	27	39
Plymouth	23	15	6	2	57	21	36
Brighton	24	15	4	5	57	31	34
Northampton	24	15	3	6	41	28	33
Bournemouth	23	11	8	4	43	24	30
Norwich	26	12	6	8	55	40	30
Southend	25	10	10	5	41	38	30
Crystal Pal.	27	11	7	9	55	55	29
Fulham	25	11	6	8	50	48	28
Coventry	24	12	3	9	54	40	27
Queen's P.R.	24	8	8	8	34	41	24
Luton	25	8	6	11	37	49	22
Swindon	26	7	7	12	41	47	21
Clapton O.	24	5	10	9	22	32	20
Exeter	25	7	6	12	43	47	20
Newport	25	7	5	13	42	50	19
Watford	26	7	5	14	32	45	19
Torquay	26	6	6	14	38	59	18
Bristol R.	23	6	5	12	43	52	17
Gillingham	27	6	4	17	27	57	16
Merthyr	23	2	7	14	26	68	11

Division III. (North)			
Accrington	7	Halifax	1
Barrow	4	Wigan	1
Darlington	7	Tranmere	2
Doncaster	2	Chesterfield	1
Hartlepools	4	Lincoln	0
New Brighton	2	Nelson	1
Port Vale	4	Carlisle	0
Rochdale	5	Wrexham	4
South Shields	5	Rotherham	0
Stockport	2	Southport	2
York City	4	Crewe	2

	P.	W.	D.	L.	Goals F.	A.	Pts.
Port Vale	26	19	4	3	67	24	42
Stockport	24	16	5	3	64	27	37
Darlington	27	13	4	10	67	52	30
Accrington	25	12	5	8	62	43	29
Crewe	25	12	4	9	55	41	28
Sth. Shields	27	11	6	10	46	51	28
Carlisle	26	11	5	10	61	68	27
Southport	27	8	11	8	53	46	27
Hartlepools	25	9	9	7	38	39	27
York	25	7	13	5	38	32	27
Chesterfield	25	11	4	10	44	40	26
Nelson	27	10	6	11	37	47	26
Lincoln	25	6	13	6	37	35	25
Rochdale	25	10	5	10	54	56	25
Tranmere	26	9	6	11	51	53	24
N. Brighton	27	9	4	14	40	60	22
Wigan	27	8	5	14	41	57	21
Doncaster	24	9	3	12	35	44	21
Wrexham	25	7	6	12	36	49	20
Halifax	28	6	7	15	32	48	19
Rotherham	25	6	6	13	38	58	18
Barrow	25	7	3	15	27	61	17

SCOTTISH LEAGUE			
Morton	2	Queen's Park	4

	P.	W.	D.	L.	Goals F.	A.	Pts.
Rangers	24	19	3	2	63	20	41
Aberdeen	27	17	5	5	64	41	39
Motherwell	26	16	3	7	61	39	35
Partick	26	13	4	9	60	43	30
St. Mirren	26	14	2	10	55	38	30
Kilmarnock	26	11	8	7	47	43	30
Celtic	24	13	3	8	54	33	29
Hearts	26	10	8	8	53	49	28
Ayr	26	12	3	11	40	60	27
Queen's Pk.	28	12	3	13	53	50	27
Falkirk	25	9	6	10	45	52	24
Cowdenbeath	25	8	7	10	37	39	23
Hamilton	25	9	5	11	52	55	23
Morton	27	8	6	13	51	64	22
Dundee	27	9	4	14	30	42	22
Clyde	26	7	7	12	45	56	21
Airdrie	25	8	2	15	35	44	18
Hibernians	26	5	8	13	27	44	18
Dundee U.	26	6	4	16	39	74	16
St. J'stone	27	4	7	16	29	63	15

INTERPORT GOLF

Keen Foursomes at Fanling

HONG KONG'S LEAD

Ups and Downs In The Play

Hong Kong led Shanghai by two games to one in the Interport Golf Tournament, as a result of the Foursomes, played over 36 holes, at Fanling yesterday. The scores were as follows:—

I. W. Shewan and O. E. C. Marton (Hong Kong), beat H. R. Blinko and J. F. Pilcher (Shanghai), by 7 up and 6 to play.

C. O. Cumming and K. M. Cumming (Shanghai), beat J. D. Wrigley and L. G. S. Dodwell (Hong Kong), by 3 up and one to play.

E. D. Lawrence and L. R. Andrewes (Hong Kong), beat Bowling and Lock (Shanghai), by 4 up and 3 to play.

Changes in Teams

There were changes in both teams. Mr. A. H. Ferguson could not play for the home side owing to illness, and Captain Bloxham was also unable to turn out. Accordingly, after some deliberation, it was decided to pair Wrigley with Dodwell, and Andrewes was brought in to partner Lawrence.

Mr. Bowling played for Shanghai in place of Mr. R. T. Dennison, and was partnered by Mr. Lock.

Keen Struggles

As was generally anticipated, the matches were very keenly contested, and although the margin in favour of Shewan and Marton over Blinko and Pilcher was a fairly large one, in actual fact it hardly represented the true difference between the two couples. For a considerable period the Shanghai pair quite held their own, being only two down at the 13th, from which point they lost ground until they were four down at the 27th. Local conditions, and lack of practice on the course, possibly, had as much to do with this as anything, but all four played excellent golf without actually producing their best individual form. Blinko was not in one of his super-driving moods, but played very steadily and consistently, combining excellently with Pilcher.

Shanghai, in this match, did not start too well, and were three down at the ninth, but then fought back, and cut the lead to two at the 18th, eventually coming in to tiffin three down.

Dodwell's Bad Luck

Meanwhile Wrigley and Dodwell were having a bad time of it. Dodwell, in particular, started very shakily, and in spite of some excellent retrieving shots by Wrigley, who throughout the day played very coolly and accurately, the Hong Kong pair were actually 5 down at the ninth. Dodwell was having no luck with his approach shots, and was suffering from that dreadful affliction known as "head-up." He messed up his drive at the eighth, and played a poor shot when just off the green at the ninth. Things looked very serious hereabouts for Hong Kong, although the cheery news was received shortly afterwards that the remaining match was all square at the eleventh.

However, after a good deal of profound concentration, Dodwell struck something more like his real form, and at the end of the morning "eighteen," he and Wrigley had recaptured one of the lost holes, going in to tiffin four down.

In the meantime, after Bowling had squared the last game at the tenth, Lawrence and Andrewes had become two up on their opponents.

The match was thus left in a very open stage at the end of the first round.

Hopes and Fears

There was a good deal of speculation over the tiffin table as to what the outcome would be. It was considered that Shanghai's premier pair, with a little "joss," might very easily wipe out their opponents' lead, so well and consistently were they shaping. The last game was quite open, the only doubt being about the fate of Wrigley and Dodwell. When Shanghai took the first hole after tiffin, putting these two 5 down, the

(*Continued on Page 9.*)

SNOWDEN'S BUDGET

Prosperous Trade and Cheaper Money Rates

"NO RAIDS ON CAPITAL"

Rugby, Last Night.

Mr. Philip Snowden, the Chancellor of the Exchequer, referred in a speech at Leeds last night to his forthcoming budget. He said that two months remain before the end of the financial year, and the bulk of the revenue from the main source had still to be realised. He did not know what might happen in regard to receipts from income tax, which is collected mainly during the next few months. Unless this reached considerable improvement it was not unlikely that the budget estimates of twelve months ago would not be realised. The National finance of the country would have no other way to pay out.

He added: "I shall commit no raids. I shall not take out of capital to meet current and recurrent expenditure and treat it as ordinary revenue."

Helping Prosperity

The main consideration at the moment was that the State should use all the power it has to help the restoration and increase the prosperity of the country. The responsibility of the Chancellor of the Exchequer, when faced with the imperative need of raising the revenue, was to do it in such way as would rather be a help and encouragement to industry than an additional burden upon it.

With prosperous trade and cheaper money rates, which he hoped and believed would come before very long, it would be possible to make some impression on the National debt and by then debt reduction would become practicable.—British Wireless Service.

SCOTTISH CUP

Second Round

Dundee U.	0	Partick	3
Motherwell	3	Clyde	0
Airdrieonians	8	Murrayfield	3
Albion R.	2	Beith	1
Vale of Leithen	2	King's Park	7
Forfar	0	St. Mirren	0
Hamilton	4	Kilmarnock	2
Leith	2	Cinchcoeuddin	0
Celtic	5	Arbroath	0
St. Bernards	0	Hearts	0
Montrose	3	Inverness C.	1
Aberdeen	5	Nithsdale	1
Dundee	4	St. Johnstone	1
Ayr U.	1	Hibernians	3
Falkirk	2	Cowdenbeath	2
Rangers	1	Queen o' South	1

RUGBY FOOTBALL

Scotland's Victory Over Wales

[From Our Own Correspondent.]

London, Last Night.

The international Rugby football match to-day at Edinburgh between Scotland and Wales resulted:—

Scotland ..... 12 points

Wales ..... 8 points

Things That Matter

To-day's Diary.

Purification of the Blessed Virgin Mary (Candlemas).

Third Sunday after Epiphany.

Sailors' and Soldiers' Home Service Men's Bible Class, 3 p.m.; Social Evening, 8.30 p.m.

Tea Dance, Repulse Bay Hotel, 4.30 p.m.

Queen's Theatre—"The Last of Mrs. Cheyney."

Star Theatre — "Painted Post."

World Theatre—"The Iron Mask."

Majestic Theatre — "Wife Savers."

Tides—High, 12.01 p.m. and 11.06 p.m.; Low, 6.07 a.m. and 5.06 p.m.

Sport

Interport Golf—Hong Kong v. Shanghai, at Fanling.

Home Mail

Inward from America ports (Empress of Asia).

The Dollar

Yesterday's closing rate for the dollar on demand was 1/6-11/16.

ACTING GOVERNOR

Hon. Mr. W. T. Southorn Sworn In

"RESPONSIBLE DUTIES"

The Hon. Mr. W. T. Southorn, C.M.G., has assumed the Administration, the oaths of office being administered by the Chief Justice, Sir Henry Gollan, in the Council Chamber at 12.30 yesterday.

Addressing the assembly, the Hon. Mr. Southorn said:—

I thank you all for your attendance here to-day to witness this solemn ceremony and I trust that with your advice and co-operation I may be enabled properly to discharge the responsible duties of my office. I rejoice that I shall on this occasion, unlike the last period of my administration, enjoy the support and assistance of my wife who has so much at heart the interests of every section of the community.

A Moment of Sadness

I wish specially to thank His Honour the Chief Justice, who, accompanied by His Honour the Puisne Judge, has attended in person to administer the oaths with due form and ceremony.

We meet, gentlemen, at a moment of sadness when we have just said "Good-bye" to one who will be greatly missed in this Colony which he loved so well. It has been my privilege to be in the closest personal touch with Sir Cecil Clementi during the last three and a half years and no one can better realise his singleminded devotion to the welfare of this Colony. He has given of his best for Hong Kong and his best was good indeed.

Respectful Tribute

He has laid the whole Colony under a deep debt of gratitude which the Colony reciprocates with admiration and affection. I would add my own respectful tribute to a great administrator and a personal friend. In all his work Sir Cecil had the constant co-operation of Lady Clementi, who threw herself wholeheartedly into so many good causes. Her affections also were closely bound up with Hong Kong and she shares with Sir Cecil the regrets and good wishes which follow them on their way.

Regret and Appreciation

I know it will be your wish, Gentlemen, that I should telegraph to Sir Cecil and Lady Clementi bidding them farewell in the name of the Colony and wishing them all good fortune. With your concurrence I propose to send them the following telegram:—

"Sir Cecil Clementi — s.s. Mantua:—Executive and Legislative Councils, assembled for the swearing-in ceremony, desire in the name of the whole Colony to express to Lady Clementi and yourself their heartfelt regret at your departure, their deep appreciation of your devoted labours for the Colony's welfare, and their best wishes for a pleasant voyage and for every happiness and prosperity in Malaya.

—Southorn."

Sir C. Clementi's Reply

The following cablegram, addressed to the Acting Governor, H.E. the Hon. Mr. W. T. Southorn, C.M.G., was received yesterday evening:—

"Warmest thanks to you and to the Executive and Legislative Councils for your delightful message of farewell.

—Clementi."

DISORDER IN FUKIEN

Bandit General the Cause of Political Disorder

BRIGANDRY RIFE

Plan to Seize Control of Central Government

[From Our Own Correspondent.]

Amoy, January 28.

Militarism, communism, banditism, intoleration and jealousy combine to form the ingredients of the pot of political disorder which continues to seethe throughout Fukien. In the northern half of the Province, the contents of the pot have recently become so ebullient that its effervescence has burst off the lid. According to latest reports, the Minister of the Navy, Admiral Chen Kuei-liang, is now in Foochow endeavouring to readjust it.

General Lee Hsin-bang seems to be the fire under the pot causing the present over-boiling in Foochow. For many years he was a bandit in Northwest Fukien. When the Kuomintang invaded the North he was commissioned a Major-General by the Nationalist Government, and at the same time two of his brothers, Loo Hsin-ming and Loo Hsin-ing, were elevated to the rank of Brigadier Generals. This gave him a dominance in military circles which has since made Loo Hsin-bang a prominent factor in the politics of Fukien. It has enabled him to keep many of his influencial followers in government offices throughout North Fukien, and to hold several of the most important posts in the Provincial Capital, such as Commissioner of Salt Revenue, which is the most important financial post held by Chinese within the Province, and membership in that important body, the Provincial Council.

The Troublesome Loos

This group of Provincial Councillors, appointed by the Nationalist Government in the fall of 1928, have met with much difficulty in dealing with the Loo party, and in carrying out decisions which ran counter to the wishes of Loo Hsin-bang's minions.

As a result of this situation, Ling Dee Hiong, said to be the brainiest member of this Council, conceived the idea of enlarging the small Provincial Constabulary into a division fully armed. This Constabulary, being subject to the orders of the Council, and being the only force which would take orders from it, contributed very much to its prestige and authority.

(*Continued on Page 18.*)

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KAN TONG PO,
Chief Manager.

American Express Travelers Cheques

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security thru their use.

Issued in G.$10, G.$20, G.$50, G.$100, and £5 and £10 denominations—bound in a small handy wallet—and cost only ¼ of 1 per cent.

Secure your steamship tickets, hotel reservation and itineraries; or plan your cruise or tour through.

THE AMERICAN EXPRESS CO., INC.
4, DES VOEUX ROAD CENTRAL,
Hong Kong.

HONG KONG SHARE MARKET

HIGHEST & LOWEST PRICES—FOR DEC., 1929

		Sales	Buyers	Sellers	Nominal
Hong Kong Bank	$	1,340-1,315	1,330-1,315	1,345-1,330	1,320-1,315
Bank of Asia	$	....	95	....	....
Canton Insurance	$	695	695	....	695
Union Insurance	$	360—350	361—352	360	....
China Underwriters	$	2.10—2.05	2.10—2	2.20	....
China Fire	$	310	310	....	....
H.K. Fire Insurance	$	....	815	....	815
Douglases	$	....	....	....	25½
H.K. Steamboats	$	27½—26	27¼-26¼	27¾	26½—26
Indo-China—(Pref.)	$	....	46	....	46
do. (Def.)	$	....	....	....	70
Union Waterboats	$	....	22	....	22
H.K. & K. Wharves	$	146—140	146—140	146—143	145
H.K. & W. Docks	$	32¾	32¾	32¾	....
China Providents	$	5¾—5.10	5.05—5.05	5½—5.30	5.35
H.K. & S. Hotels	$	11.80-9.90	11.70-10¾	11.70-10.20	....
H.K. Lands	$	65½-63½	65¼-63½	65—64½	....
Humphreys	$	14.60-14.10	14.40-14¼	14½	14.40
H.K. Realties	$	8.40—8	8.30—7.90	....	7.90
H.K. Tramways	$	19¼-18½	19.20—18	19—18½	19.10
Peak Trams (Old)	$	11¾	....	....	11¾
do. (New)	$	....	....	....	6.05
Star Ferries	$	69¾-69½	71—69½	....	69¾-69½
China Lights (Old) c/d.	$	18—16.20	17.80 16.20	17.90-16.40	16.40
" " " x/d.	$	19—17.55	18½-17.55	....	17.55
do. (new)	$	16.35	....	....	17½—16
H.K. Electrics	$	67¾-64½	67¼-64½	66—64¾	....
H.K. Telephones	$	8.15	8.40—7.80	....	....
Canton Ices	$	....	....	....	2½
Cements (Combined)	$	14¼-12¾	14.20-12.70	13.95	12.90
do. (Old)	$	10¾—10	10½-10¼	....	10¾—9¼
do. (New)	$	....	3½—3.30	....	3.30—3
H.K. Ropes	$	8—7	8¼—7¾	8—7½	7½
Dairy Farm	$	21¼—20	21¼—20	20½	20¾
Watsons	$	11	....	12—11½	....
Lane, Crawfords	$	2¼—1¾	2—1¾	1.95	1.95—1¾
Wm. Powells	$	....	....	....	2½
H.K. Amusements	$	27½	....	28¾	29—27½
H.K. Constructions	$	....	....	....	1.30
Ewo Cottons	Tls.	17.20—14	16.60-14.50	....	14½—14
Shanghai Cotton (Old)	Tls.	....	82—74	....	77—74
do. (New)	Tls.	....	....	....	54—47
Langkats	Tls.	13.60	....	....	13.60-12.90
New Engineerings	Tls.	....	101	....	7½
Shanghai Docks	Tls.	....	....	....	100—94
Raubs	$	....	11.30 x/d.	....	12 c/d.
		....	....	....	11.20 x/d.
Malabon Sugars	$	....	....	....	27
Shell Transports		....	....	....	97/10-95/-
S'pore Tractions (Ord.)		....	....	10/-	....
do. (Pref.)		....	....	10/-	....

Exchange (T.T.): London 1/8¼—1/7½: Shanghai 78½—75½.
Figures from Ellis and Edgar Monthly-booklet.

COMMERCE & FINANCE

COMPANY REPORT

Land Investment and Agency Co.

FINAL DIVIDEND

The 41st report of the Board of Directors of the Hong Kong Land Investment and Agency Co., Ltd., to the general meeting of shareholders to be held at the offices of Messrs. Jardine, Matheson and Company, Limited, at 12.30 p.m. on Tuesday, February 11, states:—

The Directors have now to submit to you a general statement of the affairs of the Company, and balance sheet for the year ended December 31, 1929.

The net profits for the year, after providing for all Directors' and auditors' fees amount to $1,053,182.43 which, with the amount brought forward from last year ($985,978.45) gives an amount available for division of $2,039,160.88.

From this amount an interim dividend of $2 per share on 240,000 shares ($480,000) has already been paid, leaving a balance of $1,559,160.88 available for appropriation, which it is proposed to deal with as follows:—

To pay a final dividend of $2 per share ...	$480,000.00
To pay a bonus to staff	10,000.00
To General Contingency Account	50,000.00
To Special Repairs & Renewals Account..	25,000.00
To carry forward to a new Profit and Loss Account	994,160.88
Total	$1,559,160.88

Directors

Your Directors regret to have to record the death of Mr. H. P. White.

Messrs. A. H. White and T. E. Pearce having been invited to join the Board, these appointments now require confirmation.

Messrs. A. H. Compton and J. E. Joseph now retire by rotation and, being eligible, offer themselves for re-election.

Auditors

The accounts have been audited by Messrs. Percy Smith, Seth & Fleming and Messrs. Linstead and Davis, who now retire and offer themselves for re-election.

BANK OF EAST ASIA

Dividend and Bonus

The Directors of the Bank of East Asia, Ltd., announce that, subject to audit, the profit for the year ended December 31, 1929, after writing off all charges and making provisions for depreciation, bad and doubtful debts, and including the balance of $401,749.74 brought forward from 1928, amounts to $1,192,927.92, which the Directors propose to deal with at the forthcoming annual meeting as follows:—

To pay a Dividend of $6 per share on 50,000 shares	$ 300,000.00
To pay a bonus of $2 per share on 50,000 Shares	100,000.00
To transfer to Reserve ..	250,000.00
To pay a bonus to Directors, holders of founder shares and the staff	73,076.73
To write off furniture and fixtures	21,256.54
To carry forward	447,994.65
	$1,192,927.92

OUR EXPORT TRADE

Trip to U.S. Shortened by Three Days

In this Colony and in South China in general, we are all hoping for an increased export business. In many lines of merchandise the time in transit between Hong Kong and the United States is a very important factor. In practically every line of exports the shippers and consignees alike are anxious for quick delivery.

With the foregoing in mind, the American Mail Line and Dollar Steamship Line have shortened the time in transit from Hong Kong to Victoria and Seattle by three days. The vessels will leave Hong Kong on the same schedule as in the past —namely every alternate Tuesday—but by cutting down the time in port at Shanghai and Japan ports, the vessels will now arrive at Victoria and Seattle on the eighteenth day after leaving Hong Kong instead of on the twenty-first day as heretofore.

MOVEMENTS OF STEAMERS

The C.P.S. R.M.S. Empress of Australia, R/W. Cruise, left Padang on January 28 (Tues.) at 7 p.m., arrived at Batavia on January 30 (Thurs.) at 6 a.m., and is due at Hong Kong on February 14 (Friday) at 8 a.m.

The C.P.S. R.M.S. Empress of Asia arrived at Yokohama on January 26 (Sun.) at 10 p.m., left Yokohama on January 27 (Mon.) at 10 a.m., and is due at Hong Kong to-morrow (Mon.) at 10 a.m., and sails for Manila the same day at 5 p.m.

The C.P.S. R.M.S. Empress of Asia arrived at Shanghai on January 31 (Fri.) at 1.30 p.m., left Shanghai yesterday (Sat.) at 10 a.m., and is due at Hong Kong to-morrow (Mon.) at 10 a.m. She leaves Hong Kong for Manila on the same day at 5 p.m.

IN BANKRUPTCY

Receiving Orders and Meetings

The following is taken from the Government Gazette:

Re the Shing Wo Tong, of No. 28, Ko Shing Street, drug merchants.

Petition dated January 16, 1930.

Receiving order dated January 27, 1930.

Monday, February 10, at 10.30 a.m. has been fixed for the first general meeting of creditors in the above matter, to be held at the Official Receiver's Office.

Re Tsoung Fu-kwong of No. 2, Ngan Mok Street (3rd floor), hotel keeper.

Petition dated January 10, 1930.

Receiving order dated January 27, 1930.

Monday, February 10, at 11.30 a.m. has been fixed for the first general meeting of creditors in the above matter, to be held at the Official Receiver's Office.

Re Tsoung Ping-kwong, of No. 153, Des Voeux Road Central (2nd floor), hotel keeper.

Petition dated January 13, 1930.

Receiving order dated January 27, 1930.

Monday, February 10 at 11.30 a.m. has been fixed for the first general meeting of creditors in the above matter, to be held at the Official Receiver's Office.

Public Examination

Re S. L. Kwok and Company and Kwok Sze-loi, Kwan Yi-suen and Tsui Kong-poh partners therein of No. 6, Des Voeux Road Central.

The public examination of the debtors, Kwok Sze-loi, Kwan Yi-suen, and Tsui Kong-poh, partners in the above-named debtor firm, will be held at the Supreme Court on Friday, February 14 at 2.30 p.m.

Application for Discharge

Re Ka Lun Fook Kee, alias Ka Lun Firm, of No. 94, Jervois Street, goods merchants.

The application for discharge of the debtor Au Ching-chau of the above-named debtor firm will be heard at the Supreme Court on Friday, February 14, at 2.30 p.m.

Re Chung Kam-ching, of No. 259, Queen's Road East (second floor), merchant.

The application for discharge of the above named debtor will be heard at the Supreme Court on Friday, February 14, at 2.30 p.m.

OUR FINANCES

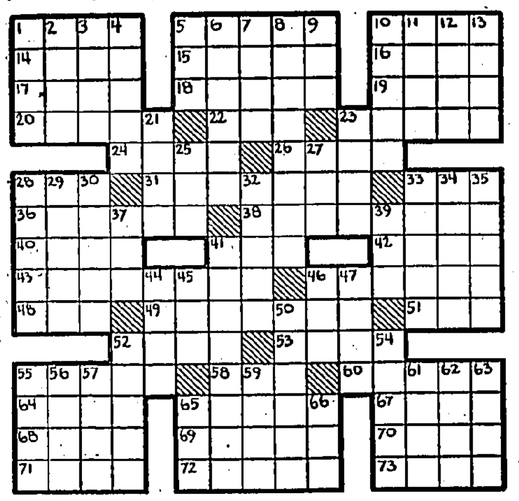
Figures to End of October

The financial statement for the month of October, 1929, just published in the Government Gazette, reads:—

Balance of Assets and Liabilities on September 30, 1929	$10,408,065.65
Revenue from October 1 to 31, 1929	2,147,665.46
	$12,555,731.11
Expenditure from October 1 to 31, 1929 ...	2,500,848.52
Balance	$10,054,882.59

OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



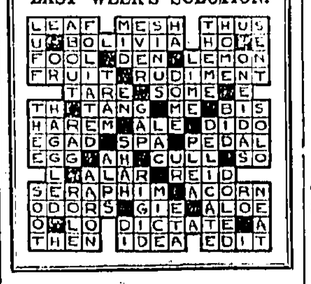
HORIZONTAL
1-Intercept
5-A fabric
10-Corner of a sail
14-Metal-bearing vein
15-Threefold
16-Wander
17-Press
18-Mitigated
19-Employed
20-Clemency
22-Harass
23-Years of youth
24-Repose
26-Small pond
28-Wager
31-Workers at top of shaft, in mining
33-Emphatically distinguished from others
36-Prepared for the printer
38-Acts of erasion
40-River of historical fame
41-Abyss
42-Afternoon social functions
43-Purifies
46-Part of a garment
48-Pronoun
49-Mundane
51-Prefix meaning "six"

HORIZONTAL (Cont.)
52-Anything which heats
53-Affirmative votes
55-Supply food
58-Deviate from path of rectitude
60-Plunder
64-Wing-shaped
65-Female servants
67-Barbarous
68-Period of fasting
69-Kinsman of the weasel
70-Skilled flyers
71-Interstice of a net
72-Fermented liquors
73-As a consequence

VERTICAL
1-Slender
2-Lacerated
3-Scent
4-English coin (pl.)
5-Female saint (abbr.)
6-Coward
7-Go up
8-Unskilled person
9-Medicine (abbr.)
10-Brutal
11-Forfeit
12-Level
13-Marries

VERTICAL (Cont.)
21-Noted U. S. university
23-Pitch
25-Sorrowful
27-Feminine name
28-The court
29-Roman magistrate
30-Masonic doorkeeper
32-Believer in God as a personal spirit
33-Woody plants
34-Upward and downward throw
35-County in S. E. England
37-A beverage
39-An Indian
41-Pass through
44-Close by
45-Salt (Latin)
46-Crafty
47-Alkaline solutions
50-More unyielding
52-Sleeping place
54-A herring-like fish
56-Placid
56-At sheltered side
57-Becomes sunburnt
59-Ceremony
61-Exclamation of pain
62-Opinion
63-For fear that
66-Riotous crowd
66-Elders (abbr.)

LAST WEEK'S SOLUTION.



CHURCH NOTICE

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.]
Macdonnell Road, below Bowen Road Tram Station.
Sunday Service, February 2, 1930, at 11.15 a.m.
Subject:—"Love".
The Sunday School is held on Sunday mornings at 10 o'clock.
Wednesday Evening Meeting at 5.30 o'clock.
Reading Room at above address, open:—
Tuesday and Friday 10 a.m. to 12 Noon.
Monday and Thursday 5.30 to 7 p.m.
The Public is cordially invited to attend the service and visit the Reading Room.

We provide the BIGGEST CIRCULATION for your "WANT ADS." in HONG KONG & SOUTH CHINA

"CLASSIFIED"

You have more time to read through these classified columns, when you are having your morning tea, on a Sunday Morning, than any other morning.

In the Sunday Herald you can BUY and SELL at an exceptionally low rate.

Articles for Sale or Exchange Houses and Apartments For Sale or To Let. Situations, Vacant & Wanted Tuition, etc., etc.,

40 WORDS. 50 CENTS PREPAID.
Each additional word 4 cents.

FOR SALE

FOR SALE.—Grand Piano (F. Dorner & Sohn, Leipzig) excellent condition for sale at very moderate price. Apply Box 221, c/o "Sunday Herald."

SHIRTS, SHIRTS, SHIRTS!—See Messrs. Komor & Komor's advertisement in to-day's Paper about Toyo Murakami of Shanghai taking orders for Shirts for five days only.

FOR SALE.—Banjo. "Clifford Essex" G. Genuine Autographed Model. Unused. Original Nicholls painting on Vellum. Cost $125. Sell $80 or offer, with Case and Tutor. Apply Box No. 637, c/o "Sunday Herald."

FOR SALE.—Typhoon Maps of the China Sea, revised, the landsman's Handy Guide to locating the centre of a Typhoon. Price 40 cents each. Apply to the Newspaper Enterprise, Ltd., 3A, Wyndham Street.

YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 3A, Wyndham St.

TO LET.

TO LET.—1 Large Room or Small with Full Board and washing. For Particulars apply 1, King's Terrace, 1st floor, Nathan Road, Kowloon.

ACCOMMODATION VACANT

DERRINGTON, 3, Bowen Road, is now open as a Private Family Residence, and is prepared to receive Guests. It is situated on the mid-levels in large grounds, next to the Bowen Road Tram Station, within easy access to town. Accommodation and terms on application. Telephone C. 4237.

APARTMENTS TO LET.

FAMILY HOTEL.—Victoria Gardens. Quiet APARTMENTS and SUITES of rooms. Full board from $95, $110, $130 monthly, large commodious rooms, also daily rates; five minutes from Ferry, next new Hotel, Hankow Road, Kowloon. Tel. No. K. 357.

LOST

LOST.—From 14, Broadwood Road, one Small Fox Terrier Bitch wearing studded green collar, answering to name Gyp. Tel. C. 4078.

TUITION

MISS DE COUDAR'S FRENCH DANCING ACADEMY, 17, Queen's Road (teacher Royal House and member "International Society Artists"). Latest steps all ball-room Dances. YALE BLUES, FRENCH and ARGENTINE TANGO, etc. Private tuition daily. Special rates Service men.

EUROPEAN MUSIC and LANGUAGE SCHOOL, 17, Queen's Road. Piano, Mandoline, Banjo-Mandoline, Violin, Clarinette, harmonium (Special rates Service men). FRENCH, GERMAN, LATIN classes, by University diplomaed young lady, $6 monthly. Private tuition daily. Painting lessons by lady, pupil Bouguereau.

WOODLEIGH, HESSLE, YORKSHIRE.

Mr. A. R. ENGLAND, M.A., LL.B. (lately of the Malayan Education Service) receives a limited number of boys (6-14) in preparation for the Public Schools. Situated in its own grounds with tennis lawns, football and cricket fields, the house provides a beautiful home for a Preparatory School. Health and recreation receive the closest attention; a thorough training is given to all boys. Mr. England will be happy to supply particulars to parents, and will welcome visits from those who are interested when they are in England on leave. For Prospectus apply Box No. 220, c/o "Sunday Herald."

WESTOVER—STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:
MISS RUTH CULLEY,
(Camb. Higher Local),
(Camb. Teachers' Diploma).
MISS GERTRUDE TURNER,
(National Froebel High Certificate).

NOTICES.

NOTICE OF REMOVAL

THE INDUSTRIAL & COMMERCIAL BANK, LTD., hereby announce that they are removing to their new premises the Industrial & Commercial Bank Building at 12-14, Queen's Road, Central, and will be open for business at the above address on February 3, 1930.

By Order of the Board of Directors,
T. K. LIN,
General Manager.
Hong Kong, 26th January, 1930.

THE THEOSOPHICAL SOCIETY.

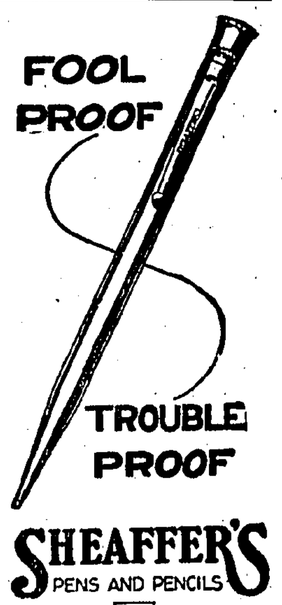
HONG KONG LODGE.
7, Queen's Rd. C. 2nd floor.
(Over Mercantile Bank.)

WEEKLY PUBLIC LECTURES.
Thursday, February 6th
6 p.m.
"RELIGIOUS BELIEFS."
Speaker .....Mr. J. Russell.
All are welcome.
Books for Sale.
Good Lending Library.

PAIN
is miraculously relieved by the new form of aspirin
GENASPRIN
for sale at Chemists and Dispensaries
Sole Agents:
—W. R. LOXLEY & CO.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or 'Phone C. 4641.



SHEAFFER'S PENS AND PENCILS
Sole Distributors:—
THE SUN CO., LTD.

Tel. No. 491. P.O. Box No. 504
Gentlemen's Shoes

Made and Repaired.
Expert Workmanship.
CHERRY & CO.
No. 6, D'Aguilar Street, Hong Kong.

HONG KONG, CANTON AND MACAO STEAMERS

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONG KONG — CANTON LINE.

Sailings from Hong Kong: Daily, at 8 a.m. & 10 p.m. (Sundays 10.00 p.m. only)

Sailings from Canton: Daily, at 8 a.m. & 4.30 p.m. (Sundays 4.30 p.m. only)

HONG KONG — MACAO LINE.

FROM HONG KONG	FROM MACAO
Sailings from Hong Kong: (Sundays Excepted.)	Daily at 8 a.m. & 4 p.m. (Sundays Excepted.)
Sailings from Macao: (Sundays Excepted.)	Daily at 8 a.m. & 2 p.m. (Sundays Excepted.)

EXCURSIONS TO MACAO.

SUNDAY, 2nd February.

S. S. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m. and from Macao at 4.00 p.m.

NOTE.—All Steamboat Company's steamers are fitted with wireless.

SIMPLE & BRILLIANT AID TO BETTER GOLF

WHY NEW SPALDING MULTIDOT IS A SUCCESS

It's remarkable but it's true—twelve dots on a golf ball placed in a scientific pattern make it easier to play, because it looks larger (but isn't of course) and the dots indicate the exact part of the ball to hit to ensure accuracy of aim. These Bright Spots also enable you, not only find the ball easily, but to identify it instantaneously without lifting.

Take with you on your next rounds a Spalding Multidot "Kro-Flite"—you will be amazed and delighted at the help and confidence given to your game.

We will replace any Kro-Flite Golf Ball which is cut through or becomes unplayable from any cause in 72 holes.

The SPALDING

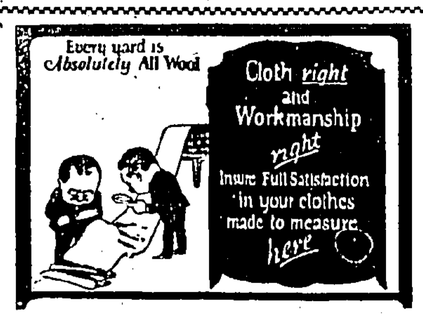
KRO-FLITE GOLF BALL

Now obtainable in Multidot or Plain Markings

A. G. Spalding Bros. (British), Ltd., Export Dept., 78, Cheapside, London.

Sole distributors for Hong Kong — Lane, Crawford, Ltd.

TAILOR TAILOR



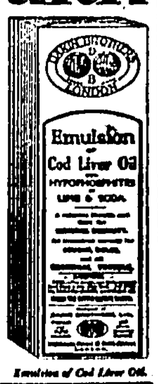
WING FONG

Tel. C. 5257 14 & 16, WELLINGTON STREET, (Up from Flower Street turn right corner.)

Pillars of health

RICH in Vitamins.
FAMOUS for body building properties.
UNEQUALLED for vigour and energy.
CURE for colds, coughs and general debility.
Insist on *DAKIN'S*—accept no other.

On Sale at all leading pharmacies.



DAKIN BROTHERS LTD.
Sole Manufacturers,
LONDON.

Cod Liver Oil, Eagle Brand. *Emulsion of Cod Liver Oil.*

TUNG HING CO.

EXPERT GENTLEMEN'S TAILORS

Good fit, and latest styles.

62, Queen's Road Central. Tel. C. 4037.

HOME SPORT

FOOTBALL

Football Split

Relations between the Corinthians and the Casuals Football Clubs have become rather strained, a difficulty having arisen in regard to the selection of players, many of whom, as is well known, assist both teams from time to time.

In the words of Mr. W. E. Greenland, the secretary-manager of the Casuals, "the position is one that perturbs us very much."

The Casuals, after choosing a very strong side for their F.A. Amateur Cuptie with Dulwich Hamlet, found that the calls of the Corinthians—who meet Luton in a friendly—had left them with the services of only four of the eleven players originally selected.

Mr. E. C. Hambridge, the hon. secretary of Corinthian F.C., would not express an opinion on the matter; but Mr. A. G. Doggart, an England amateur international and a prominent member of the Corinthians' team for some years past, considered the trouble mostly imaginary.

"The Corinthians," he said, "want to get together their strongest possible side to prepare for the Cup-tie. I appreciate what the feelings of the Casuals are, but everyone must appreciate the feelings of the Corinthians and their committee as well. Naturally they want to do well in the Cup."

RUGBY FOOTBALL

How Scotland Lost

A further message gives a fuller account of the Scotland-France match at Paris. 30,000 spectators witnessed the first Rugby International of the season, in which France beat Scotland by 7 points to 3, at the Colombes Stadium, on January 1.

A fine dropped goal by Magnanou, who played magnificently, gave the Frenchmen the victory a minute from time, just when a draw of one try each appeared to be inevitable.

Rough play brought about many injuries and both teams were short in the second half.

The teams were:—

France: Piquemal; Houdet, Gerald, Bailette and Samatan; Magnanou and Serin; Bioussa, Gallia, Riber, Camel, Majerius, Choy, Bigot and Ambert.

Scotland: Langrish; Ian Smith, MacPherson Hume and Simmers; Emslie and Nelson; Allan, Mackintosh, Rowand, Stewart, Scott, R. Smith, Waters and Welsh.

Magnanou kicked off and the ball did not reach the ten-yards line. From the resultant scrum Scotland heeled and attacked on the left flank.

From a line-out, France came through and Magnanou took a pass from Gerald and punted across the line. Langrish tried to hold on to the ball, but was overwhelmed by the French rush.

A try was claimed; but a five-yards scrum was awarded, from which Bioussa barged through and scored an unconverted try.

In the twentieth minute, MacPherson cross-kicked and Simmers, skilfully taking a bouncing ball, scored in the corner. Allan failed to convert and the teams were on level terms at 3—3 when the interval came.

Depleted Teams

Hitherto Scotland had been aimless and uninspiring.

When the game was resumed, France took the field with only 13 men, while Scotland were one short, owing to many injuries.

The game early in the second half developed a fierceness bordering "ugliness."

The French forwards played like devils and forced Scotland to touch down on the left.

Scotland, through Hume, Simmers and MacPherson, pressed strongly on the left, but their work came to no result.

Scotland were penalised for offside, but Magnanou failed from the 25 line.

A penalty for feet-up yielded Scotland a great chance, Waters fielding touch within five yards of the French line, but the attack was beaten back. Then a minute before time, Magnanou, who was the man of the match, dropped a great goal from 30 yards; the ball going low and true between the posts.

Cushions and hats sailed into the air as the whistle sounded, with the result:

France: 1 dropped goal 1 try (7 points).

Scotland: One try (3 points).

ATHLETICS

Definition of an Amateur

The statutes defining amateurism in Germany have now been drafted, —with what at first sight certainly seems to be true Teutonic thoroughness—and, after formal approval by the various associations concerned, will be submitted to the Olympic Congress. It is laid down that an amateur is one who carries out physical exercises for their own sake, at his own expense, and in a chivalrous manner. He is not an amateur who desires to derive, derives, or has derived financial benefits from sporting activities, or who seeks to make his living entirely or partly in this way. Every financial or economic advantage to which the amateur has no other form of legal claim is considered non-permissible. Competition with professionals is prohibited, unless exceptionally authorised by the association concerned. If the amateur status has been lost, it can only be regained by an application supported by the applicant's association. Financial benefits are interpreted as including compensation for advertising or propaganda for sporting achievements, but they do not include salaries paid to gymnastic or sporting instructors who have gone through the prescribed course of training. Amateurs are forbidden to discuss directly with sports promoters the question of expenses. This must be carried out only through their clubs and associations, which must watch that no profit is gained, and the number of such participations is to be limited, so that it is not possible to obtain maintenance out of them over a lengthy period. The amateur status is lost by anyone who induces another to contravene these regulations, or who conceals the lack of amateurism of another. An especial prohibition is laid on every endeavour to seek to induce members to leave one club and enter another by arranging for new business positions, or by the granting of direct or indirect material advantages.

Cambridge Defeat of Oxford

The 45th cross-country race between Oxford and Cambridge ended in a victory for Cambridge by 21 points to 34. The race was run over the very stiff and arduous course at Horton Kirby, and although there was no rain, and a strong wind did its best to make the plough less holding, the conditions remained all in favour of those whose chief asset was stamina. Cambridge supplied the first three men home—A. N. Skinner, a most consistent runner over this course, J. R. Croggon, and R. C. J. Goode all trotting in together; but it was misfortune, and not inferior running, that kept Oxford from making a far closer fight of it. The fact that G. H. Gretton, a very fine runner indeed, is in his fifth year, and therefore ineligible to run in the race, has nothing of bad luck about it; but for the influenza that kept A. H. Edwards the injured ankle that kept J. M. Pumphrey out of the team, Oxford had reason to complain of fortune.

Also N. B. Smellie, who was expected to run well and finish high up, found the conditions precisely as he most disliked them, and came in as low as eighth. However, no side can do more than win, and Cambridge won most convincingly —indeed, had R. E. Cowburn, last year's winner, been in training and not given up so much of his time to the track, the three Cambridge winners might well have become four. Goode, who was not in the team last year, ran exceptionally well, and it would have been very interesting to see whether he would beat Skelton, or Skelton him, if they had not so obviously arranged to come in together. The order of finishing was:—

A. N. S. Skelton (Felsted and St. John's, Cambridge) 45 min. 31.3-5 secs.

J. R. Croggon (Blundell's and Sidney, Cambridge) 45 min. 31.3-5 secs.

R. C. J. Goode (Oakham and St. John's, Cambridge) 45 min. 31.3-5 secs.

N. S. Price (Trinity, Dublin, and Queen's, Oxford) 45 min. 41 secs.

O. J. Rooke (H.M.S. Worcester and Sidney, Cambridge) 45 min. 52 secs.

N. C. Moses (Dean Close and St. Edmund Hall, Oxford) 46 min.

H. G. Proctor (Nottingham H.S. and Keble, Oxford) 46 min. 5 secs.

N. B. Smellie (Denstone and New College, Oxford) 46 min. 21 secs.

J. F. Cornes (Clifton and Corpus, Oxford) 46 min. 32 secs.

R. E. Cowburn (Lancing and St. John's, Cambridge) 46 min. 41 secs.

I. G. Robin (Merchiston Castle and Clare, Cambridge) 47 min. 20 secs.

J. N. Feathers (Stowe and Brasenose, Oxford) 47 min. 24 secs.

The team placings were:—

Cambridge—1, 2, 3, 5, 10; Total 21 points.

Oxford—4, 6, 7, 8, 9; Total 34 points.

Cambridge have now won on 26 occasions, and Oxford on 19.

GOLF

Part Played by the Feet

George Gadd writes in a Ceylon paper:—

What is the first movement in golf? It is a point of much importance because I think it shows that the legs and body generally, rather than the hands, play a big part in supplying the power which sets the club moving.

The first physical movement seen is probably that made by the hands. They certainly begin to go back before the club head leaves its position behind the ball. Indeed, they may shift six inches before the clubhead shows any sign of life. All this is more clearly seen in a slow motion picture than in the actual stroke which takes place so quickly as to deceive the eyes. But I do not think the hands supply the motive power. This I believe begins by the bracing of the legs, a sort of throw out of the hip and a slight transference of the weight from the left leg to the right.

It is this physical operation which produces what Duncan is pleased to call the "hands first" movement. The old idea was that the club was started back with the hands by turning over the wrists. This caused the face to open. But we have changed all that now. We realise that the body plays a much more active part than was formerly recognised. Indeed in a slow motion picture the suggestion strongly created is that the main use of the hands and arms is for controlling and guiding the club. I imagine that in this respect the picture is a little misleading. It is hard to believe that the hands do not contribute to the striking force exerted.

The camera, however, shows how important it is that the muscles should be kept supple and free. As soon as there is any tightening, the swing loses its smoothness.

I am convinced that the feet and legs come in to all the strokes, no matter how short they may be. You see players when making a little chip or pitch keep the feet flat on the ground. The probable result is that, instead of swinging the club, they lift it back.

The feet even come into the putt. The movement or action is very slight, but if you will stand at the back of a first class putter I think you will see a quiver of the knee and there can be no doubt that this is produced by the feet. This knee action is well known by Walter Hagen. Bobbie Jones also has it.

Steel Shafts Comedy

A curious point about the golf match between Cambridge University and Royal Worlington and Newmarket, which the University won by seven games to three, was that not one of the players used steel-shafted clubs, although several were carried.

The matches were played on the day following the announcement from St. Andrew's that "Steel shafts, as approved by the rules of Golf committee are declared to conform with the requirements of the clause in the rules of Golf on "Form and Make of Golf Clubs."

T. A. Bourn was one of the few who tried a shot with a steel-shafted club, but he "bungled" it and put the club away for the remainder of the outing.

The fact is that, although the innovation has been awaited many years, now it has come along the general run of good players are not enamoured of it.

Harry Vardon, the famous professional, has gone so far as to describe its introduction as "a shame."

Wimbledon tennis championships next year are likely to differ in many respects from their forerunners.

In one way, the public will be concerned; a new system has been devised for the distribution of season tickets during the fortnight. The price of the books is to be increased from four guineas to six guineas, and the likelihood of a spectator being present at each day's play is reduced.

The books will be issued for one week only and will be divided into two classes—A and B. Applicants may apply for two A books or two B books or one of each.

Thus, although depriving some of the opportunity of seeing play for the entire period, many more will be given the chance of seeing "some" of the play.

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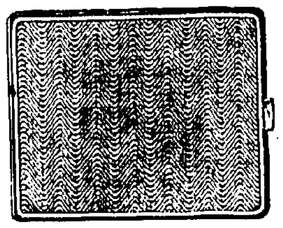

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LEAGUE FOOTBALL

Colony Go Down at Shanghai

CHINESE INTERPORT STILL UNDECIDED

RE-PLAY ON MONDAY

Althongh hoping for the best, Hong Kong suffered defeat in the Interport Match at Shanghai, as was expected. Reeves, from a penalty, and Gosano, scored the two goals for Hong Kong.

Another thrilling game was followed at Caroline Hill, but with the score of two goals all at full time Southern and Eastern China will have to meet again to decide the Chinese Interport. The re-play has been fixed for to-morrow on the same ground, the kick off being timed for 3.30.

In the Challenge Shield, Junior re-play, another draw was the verdict after extra time so the Navy and Somersets have still to fight for the right to enter the second round.

RESULTS AT A GLANCE

INTERPORT

Shanghai	5	Hong Kong	2

CHINESE INTER-SECTIONAL—REPLAY.

Southern	2	Eastern	2

CHALLENGE SHIELD — JUNIOR REPLAY

*Navy	1	*Somersets	1

*After extra time.

DIVISION I.

St. Joseph's	1	R.A.	2

DIVISION II

South China "A"	2	Eastern	0
Chinese "A"	3	Club	0
K.O.S.B.	9	South China "B"	0

LEAGUE TABLES TO-DATE

Division I.

	P.	W.	D.	L.	Goals F.	Goals A.	Pts.
K.O.S.B.	18	11	5	2	42	17	27
Athletic	14	10	2	2	32	11	22
Navy	15	8	5	2	31	19	21
Somersets	12	8	1	3	24	9	17
R.A.	15	7	1	7	23	22	15
South China	12	6	2	4	20	10	14
Kowloon	13	5	3	5	25	19	13
Club	13	2	3	8	14	27	7
St. Joseph's	14	3	0	11	13	43	6
Recreio	13	2	1	10	14	38	5
Police	13	2	1	10	13	30	5

Division II.

	P.	W.	D.	L.	Goals F.	Goals A.	Pts.
K.O.S.B.	25	20	2	3	95	16	42
S. China "A"	15	13	1	1	46	5	27
Navy	17	12	3	2	55	12	27
Chinese "A"	14	11	2	1	38	14	24
Somersets	16	8	3	5	30	24	19
St. Joseph's	15	6	3	6	34	22	15
Eastern	15	6	2	7	27	34	14
Kowloon	15	6	2	7	24	36	14
R.A.	16	5	3	8	17	38	13
S. China "B"	14	4	2	8	21	44	10
Athletic "B"	13	4	1	8	16	29	9
University	14	3	1	10	13	40	7
R.A.M.C.	19	1	4	14	16	48	6
Ewo	14	1	3	10	13	43	5
Club	14	1	2	11	7	50	4

SOUTHERN v. EASTERN

Owing to last Thursday's thrilling encounter failing to bring forth a decisive result, these contestants were called upon to fight the battle over again. Before another record crowd Mr. Ip Kan-ko lined up the following players:—

Southern: Pau Ka-ping; Lau Mau, Li Tin-sang; Leung Wing-chui, Wong Shui-wa, Lam Yuk-ying; Tso Kwai-shing, Li Wai-koon, Fung King-cheong, Suen Kam-shun and Ip Pak-wa.

Eastern: Chow In-in; Fung Wan-yau, Li Ling; Chan Chan-wo, Sun Sze-king, Chan Pok; Chan Yu-tin, Chan Ka-kan, Lai Lun-king, Li Wai-tong and Wong Yung-kut.

Southern's Good Start

Southern won the toss and elected to play with the sun behind them and, in the first minute, Chan Ka-kan sent in a dangerous shot to strike the upright and go behind In the next minute Ip Pak-wa made a good run up the wing and cut in to drive, his shot being pushed out by Chow In-in making a full length dive.

By a good piece of work Chan Ka-kan cleverly placed for Li Wai-tong to try his luck, but Pau Ka-ping was well prepared for the effort. At the other end Suen Kam-shun went very near with a header.

Midfield play was the order for a time, during which some very pretty passing was witnessed. With the defences good, the attackers on both sides were kept at bay. Suen was in one of his dangerous moods and sent in a good high effort for Chow In-in to punch out to Tso Kwai-shing to sky over.

An Eastern Invasion

Eastern then raided for Wong Yung-kut to send a lightning flash across the goalmouth, but with Tai Lun-king and his inside men a little too far behind, the centre went to waste. Continuing the attack, Chan Yu-tin tried a shot from long range for the ball to bounce on the crossbar and go over.

Each goal was now visited in turn, Pau Ka-ping picking up well from Li Wai-tong and, at the other end, Eastern were lucky in keeping their goal intact when Tso Kwai-shing's shot could not be cleared properly with Suen Kam-shun and Ip Pak-wa in the danger zone.

A good save was then made by Chow In-in when punching out from Li Wai-koon, following a flag kick.

Keen Efforts to Score

Suen Kam-shun had the ball taken from his toe in the nick of time by Li Ling with only the keeper to beat. An exciting minute had the crowd in great expectantcy, for with Southern pressing, Eastern could not clear, but Suen's luck was still out by again being robbed at the critical moment.

End to end play with both elevens all out for the lead was followed until just before the interval, Suen taking a free kick from just outside the penalty area to miss the upright by a narrow margin. The interval arrived with both sides having failed to find the net.

Half-time:—

Southern	0
Eastern	0

Soon after the resumption Li Wai-koon centred to Suen, who thrilled the crowd by sending in a hot first time drive, just missing the further upright.

The home side had a very lucky escape when Wong Yung-kut centred for Pau Ka-ping to save, and was then knocked unconscious; but he was soon pulled round.

At the other end Chow In-in made a spectacular save from Suen, but, not to be denied, Suen regained possession and ran through on his own by tricking three opponents. Fung Wan-yau, however, called a halt to his effort.

A change in players then took place, Lo Choi-in replacing Lau Mau. A display of heading followed, and, after being on the field for a very short time, Lo Choi-in was injured, Leung Wing-tak taking his place. The ball was rejected by the referee and a second one put into play.

Southern's left wing then got on the move for Ip Pak-wa to centre for Tso Kwai-shing, who stood unmarked to beat Chow In-in all the way after play had been in progress for thirty-three minutes of the second half.

Crackers greeted the home side's success and, with the Southerners still pressing, a good movement was spoiled by Tso Kwai-shing being scrambled into the net from a crowd of players, it being difficult to say who was the actual scorer, but credit has been given to Chan Ka-kan for the success.

An Exciting Close

Eastern then went all out to get ahead and, after Pau Ka-ping had stopped a hot one from Li Wai-tong, the ball returned for Tai Lun-king to place neatly for Li Wai-tong, who beat Pau Ka-ping all the way. With this reverse and time not far off the spectators started to leave the ground, but some of them returned for the exciting close, Suen equalising in the last minute.

Result:—

Southern,	2
Eastern	2

Comment

Like last Thursday's game, yesterday's second contest was a thriller and owing to bad light it was decided not to call upon the tired players to continue for extra time.

Arrangements have definitely been made to cancel the game "Eastern China versus The Army" fixed for Monday, to allow for the second replay at Caroline Hill at 3.30 p.m. The postponed game "Eastern China versus the Navy" has been arranged to be played off at the Stadium on Friday, February 7.

Junior Shield

NAVY v. SOMERSET

The Shield tie was replayed at Kowloon after drawing last Saturday, and resulted in another draw, the Somersets leading by the odd goal until two minutes before time.

Sgt. Bunting lined up the following players:—

Navy: Clarke; Herriman, Abbot; Butler, Evans, Watts; Egan, Timberlake, Goodridge, Sorbie, Wade.

Somersets: Verrier; Hulsh, Niel; Legg, Mead, Savigar; Evett, Baggett, Early, Wallace, Palmer.

Fast Beginning

The "Sets" won the toss and the Navy kicked off facing the sun. Play opened up very fast and the Navy backs were well tested.

A nice forward movement by the "Sets" ended in Clarke saving well from Wallace. The Sailors then took possession, and Verrier was tested by Timberlake who saved at the expense of a corner, which was cleared. The Sets then attacked, Early and Wallace both kicking out.

Egan and Timberlake were inclined to be dangerous on the right but were well covered by Mead. Both teams were struggling for the lead, but the defences held out well. The Soldiers were a little quicker on the ball and had slightly the better of the exchanges during the first half.

Half-time result:—

Navy	0
Somersets	0

Sets' First Goal

On the resumption the Navy attacked, Verrier having to run out and kick away from Timberlake. A minute later Verrier saved an almost certain goal from Sorbie.

The Soldiers then took up the running, Evett being pulled up for off-side when well placed. Early missed a sitter, putting into Clarke's hands.

The Sets' goal had a lucky five minutes. Savigar and Sorbie collided and went down but both were able to resume after attention.

The first goal of the match was for the Sets, Early shooting hard into the top of the net, with Clarke well beaten. The Navy then attacked with renewed energy, but shot weakly.

From a corner kick, Abbot put his side on equal terms, two minutes before time. This necessitated extra time, but no further goals were added. An unfortunate accident occurred, Timberlake having to be taken off badly injured. He resumed play just before the final whistle sounded. Evett almost put his side ahead but was pulled up for off-side just as he put the ball into the net.

Result:—

Navy	1
Somersets	1

Division I

ST. JOSEPH'S v. R.A.

This match was played on St. Joseph's ground Happy Valley. St. Joseph's were rather unfortunate to lose by the odd goal in three. A draw would have been a fair result of an indifferent game.

Cpl. Evans lined up the following teams:

St. Joseph's: A. M. Omar; Hyder, Reed; Skinner, Greenslade, O. Omar, R. M. Omar, Sansom, Gallaher, Souza, Jackson.

R.A.: Fletcher; Oliver, Rawlings; Ward, Taylor, Gardiner; Cotton, Allen, Gill, Davy, Walker.

Gunners Open Attack

For the first few minutes play was confined to mid-field, then the Gunners got moving and Omar did well to save a strong drive from Davey.

The R.A. next forced a corner on the right, but it was fruitless. St. Joseph's right got going but Omar's centre went begging as there was no one in position to drive home the advantage.

R.A. returned to the attack and after Gill had gone close with a strong drive, Allen missed an open goal, shooting wild when well placed. St. Joseph's transferred play but the R.A. backs were very safe and Fletcher was rarely troubled. From one of Jackson's centres Gallaher missed a golden opportunity, shooting high over the bar from close in. The R.A. again got going but off-side against Cotton spoiled a good opening and the whistle went for the interval with a blank score sheet.

Half-time:—

St. Joseph's	0
R.A.	0

St. Joseph's Vigorous Rally

On resuming St. Joseph's went off with some dash and it looked as if they were going to make no mistake about the result. First Gallaher went close with a strong drive, Fletcher saving at the expense of a corner, and then Greenslade just missed with a hot drive.

St. Joseph's kept up the pressure and R. M. Omar, after beating two opponents, had Fletcher helpless with a fast shot. Sansom next tried his luck but his strong drive from 30 yards out went just over.

The Gunners now transferred play and Omar did well to clear a dangerous centre from Walker.

The R.A. continued to be aggressive but their forwards failed badly when in front of goal. St. Joseph's returned to the other end, when off-side spoiled a good movement, and the R.A. transferred after good work by Gill. Davy scored with a good cross shot.

Gunners on Offensive

In the next minute Gill grazed the crossbar with a strong drive. The Gunners were now doing most of the attacking and from a corner on the right Gill gave his side the lead with a nice header. St. Joseph's now tried hard for the equalizer but poor shooting spoiled some good openings, so the Gunners gained a lucky victory by the odd goal.

Result:—

St. Joseph's	1
R.A.	2

Division II

S. CHINA "A" v. EASTERN

On the Caroline Hill Ground S. Sgt. O'Flaherty lined up the following players:—

S. China "A": Wong Ki-leung; Sze To-hoi, Lau Kan; Lau Kwok-yu, Cheng Chit-ming, Lai Kong-hai; Ng Pao-kim, Ip Koon-ning, Tam Kwong-pak, Chan Yu-tin and Ip Yan-sum.

Eastern: Silva; Lau Ching-yau, Lai Ting-choy; Cheung Yui-nam, Cheung Lap-fun, Fung Yiu-wai; Lee Bing-tong, Tso Poi-sze, Kwan Wah-lam, M. Moosa and M. Sabhan.

Eastern Press

S. China "A" won the toss and elected to play with the sun at their backs and straight from the kick-off Sabhan was sent away to cut in and shoot into the outside of the net. Eastern pressed for a few minutes and Wong Ki-leung did well in saving from Kwan Wah-lam.

S. China then broke away, and were dangerous until Silva luckily reached a shot from Chan Yu-tin to turn round the post, the corner being cleared.

At the other end Kwan Wah-lam failed to gather Lee Bing-tong's centre and lost a good scoring chance. A good run down by Eastern was spoiled by Sabhan being offside.

S. China took up the running and pressed for some minutes. Silva saved from Chan Yu-tin, but could not get the ball away for Sabhan to centre, Tam Kwong-pak bringing Silva to his knees. The spinning ball rose and Silva was very lucky to rise and punch out from over his head. S. China held the upper hand until the interval, but failed to find the net.

Half-time:—

S. China "A."	0
Eastern	0

A Good Drive

Within a couple of minutes of the resumption Ng Pao-kin sent in a good drive which Silva failed to hold for Tam Kwong-pak to tap into the net.

Eastern fought hard to get on terms, but were well held and, after fifteen minutes, Tam Kwong-pak made an individual effort to put his side further ahead.

A little later the ball found the net, but as Chan Yu-tin handled the goal was disallowed. Ip Koon-ning then came into the picture, but his good angle shot was dealt with by Silva. The same player a minute later missed the untenanted goal by skying over.

The "A" eleven penned Eastern to their own half for some ten minutes; their shooting, however, was weak. Sabhan had a run on his own, but was stopped by Wong Ki-leung in the nick of time. S. China had the game well in hand in the closing stages, and no further scoring occurred.

Result:—

S. China "A."	2
Eastern	0

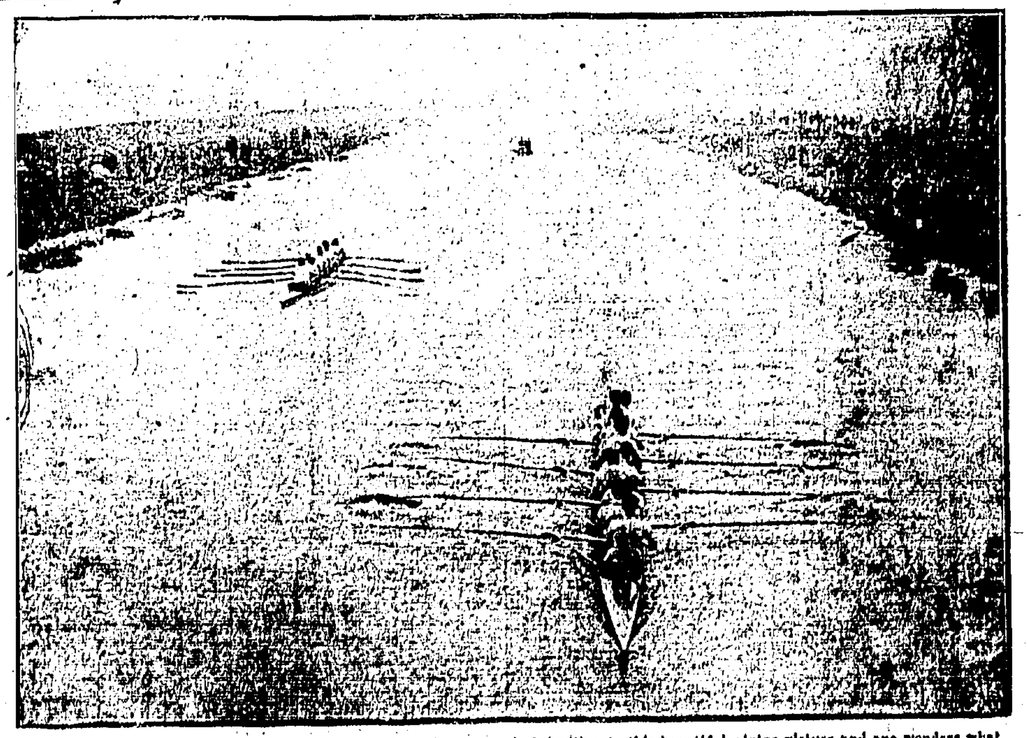
CHINESE "A" v. CLUB

This match was played at the Stadium. The Chinese, taking advantage of the stiff breeze behind them in the first half, completely overran the Club defence and after scoring three goals within a few minutes, never allowed the Club to settle down.

Mr. Ormrod lined the teams out as follows:—

Chinese "A":—Liu Kim-ming; Lo Wai-man, Wong Sik Ping; Ng Po-lau, Lai Kwok-chiu, Ng Tak-wing; Chow Yim-chung, Lo Chai-wan, Lee Hung-chung, Leung Tai-wing, Lee Fong.

(Continued on Page 9)



WARM EXERCISE IN THE COLD.—Even the river does not look inviting in this beautiful winter picture and one wonders what it is like to go out clad in singlet and shorts. The crews are from Cambridge University and the view is of a finish at Adelaide Bridge in the trial eights.—(Sport and General).

LOCAL CRICKET

Craigengower Fall to Kowloon

K.C.C. HEAD THE TABLE

Civil Service's Surprise Victory Over R.E.'s

Hitherto undefeated in the Senior Division of the Cricket League, and with two brilliant successive victories to their credit, the Craigengower C.C. fell badly against the Kowloon C.C. yesterday. By virtue of this success, the K.C.C. have gone to the head of the table, with eleven points in five matches.

The Indian R.C. played another drawn game, sharing the points with the Civil Service C.C.

In Division II, the Police R.C. (leaders) had matters practically all their own way against the Royal Army Ordnance Corps. Both their bowlers and batsmen were in fine fettle, B. G. Baker's analysis of eight for 11 being a particularly praiseworthy performance.

Turning out a strong team, the Hong Kong C.C. 2nd easily annexed the full points from the University 2nd, while the Civil Service C.C. 2nd (somewhat unexpectedly) rather easily defeated the Royal Engineers and Royal Corps of Signals.

INTERESTING PLAY

League I

C.C.C. v. KOWLOON C.C.

At Happy Valley, the Craigengower C.C. lost to the Kowloon C.C. by nine wickets.

For the winners, Brace and Ross captured five wickets for 19 and four for 36 respectively, the home team being skittled out for the small total of 59. Lim (13) and Omar (14) were the only double figure scorers.

After passing their opponents' total for the loss of only one wicket, the K.C.C. went on to make 161 for nine. The Fincher brothers again came to the fore in their side's batting, "E.C." hitting up 69 and "E.F." contributing 30.

Craigengower's attack lacked sting, but Abbas, going on late, accounted for four wickets for 18. Scores:—

Craigengower C.C.

H. P. Lim, c G. Lee, b Brace	13
E. Zimmern, c Laing, b Ross	8
A. B. Hamson, b Ross	0
U. M. Omar, c Brace, b Ross	14
J. Champion, b Brace	0
R. C. Reed, c Jex, b Brace	3
J. W. Leonard, run out	9
S. Abbas, c Laing, b Brace	0
R. Lee, b Ross	0
F. Oliver, not out	8
W. K. Way, c & b Brace	0
Extras	4
Total	59

Bowling Analysis

	O.	M.	R.	W.
Brace	10.3	3	19	5
Ross	10	1	36	4

Kowloon C.C.

E. C. Fincher, l.b.w., b Abbas	69
A. W. Ramsay, b Omar	0
E. F. Fincher, c & b Hamson	30
E. E. Lawrence, c R. Lee, b Abbas	11
F. I. Zimmern, b Abbas	4
W. Brace, run out	15
D. Laing, run out	0
G. Lee, c R. Lee, b Abbas	1
A. T. Lee, c R. Lee, b Hamson	14
S. Jex, not out	2
Extras	15
Total (for 9 wkts.)	161

N. H. Ross did not bat.

Bowling Analysis

	O.	M.	R.	W.
Omar	4	0	17	1
R. Lee	5	0	27	0
Champion	6	0	37	0
W. K. Way	2	0	10	0
Hamson	5	0	26	2
Oliver	5	1	11	0
Abbas	7.5	2	18	4

INDIAN R.C. v. C.S.C.C.

At Sookumpoo, the Indian R.C. drew with the Civil Service C.C.

In spite of an indifferent start, the Indians put up the respectable score of 154, thanks to an invaluable innings for 30 by A. A. Rumjahn. Six others reached double figures, but, on the whole, the batting was not impressive.

For the C.S.C.C., de Rome (13) and Richardson (10) opened in fine style. Three succeeding batsmen helped materially to pile up the total. The rate of scoring, however, was slow, so much so that, at one stage, the home team had a remote chance of pulling off the game.

The bowling on both sides was weak and the fielding could be improved upon. Scores:—

Indian R.C.

A. el Arculli, run out	4
A. H. Madar, b Evans	16
A. K. Minu, l.b.w., b Hamilton	2
A. A. Rumjahn, b Richardson	30
A. R. Minu, c sub, b F. Baker	22
J. S. Abdul-Curreem, b F. Baker	4
O. Ismail, c de Rome, b Reed	20
S. A. Ismail, c F. Baker, b Reed	15
A. R. Suffiad, b Richardson	10
B. R. Irani, not out	11
T. Hamet, l.b.w., b Strange	5
Extras	15
Total	154

Bowling Analysis

	O.	M.	R.	W.
Reed	15	2	47	2
Hamilton	10	2	19	1
F. Baker	6	0	27	2
Evans	3	0	15	1
Richardson	7	0	31	2
Strange	0.1	0	0	1

Civil Service C.C.

F. J. de Rome, b Irani	13
J. E. Richardson, c Madar, b A. R. Minu	19
F. Baker, c A. H. Madar, b A. A. Rumjahn	27
D. M. McDougall, c A. K. Minu, b A. A. Rumjahn	19
B. D. Evans, c S. A. Ismail, b Madar	17
H. E. Strange, c Madar, b Irani	5
E. B. Reed, not out	9
F. H. Holdman, c O. Ismail, b Madar	0
E. W. Hamilton, not out	0
Extras	15
Total (for 7 wkts.)	124

S. Balfour, R. T. Taylor did not bat.

Bowling Analysis

	O.	M.	R.	W.
Madar	12	2	39	2
A. R. Minu	7	1	28	1
Irani	8	4	17	2
A. A. Rumjahn	8	0	14	2
A. R. Suffad	1	0	9	0
Abdul-Curreem	2	0	2	0

League II

R.A.O.C. v. POLICE R.C.

On their own ground, the Police R. C. trounced the Royal Army Ordnance Corps to the tune of 192 runs.

Opening for the Police, Meadows (85) and Hunter (71) put up 151 runs, probably the biggest first-wicket partnership in League cricket this season. T. H. King batted forcefully for 33 not out, the total reaching 222 for five wickets, declared.

B. G. Baker, the mainstay of the Police attack, wrought havoc on the opposing bats, returning the remarkable analysis of eight for 11. The soldiers were dismissed for 30 runs. Scores:—

Police R.C.

W. Meadows, c & b Morgan	85
T. H. Hunter, c Clarke, b Morgan	71
C. F. Alexander, b Walker	20
B. G. Baker, b Morgan	0
W. le B. Sparrow, b Walker	0
T. H. King, not out	33
A. Reynolds, not out	1
Extras	12
Total (for 5 wkts.)	223

L. Wagland, T. Post, A. Kirby, A. V. Baker did not bat.

Bowling Analysis

	O.	M.	R.	W.
Morgan	17	3	70	3
Rowe	4	2	6	0
Exham	5	0	27	0
Vigus	3	0	17	0
Ridmond	4	0	24	0
Robertson	4	0	19	0
Walker	9	0	47	2

R.A.O.C.

Col. Robertson, c A. V. Baker, b B. G. Baker	1
Cpl. Ackerman, c Reynolds, b B. G. Baker	2
Sgt. Rowe, c Reynolds, b B. G. Baker	1
S. M. Vigus, b B. G. Baker	15
Col. Exham, l.b.w., b A. V. Baker	2
Pte. Walker, b B. G. Baker	1
Cpl. Morgan, c King, b B. G. Baker	2
Pte. Clarke, c Wagland, b B. G. Baker	2
L/Cpl. Ridmond, b B. G. Baker	1
Pte. Bailey, b King	1
Cpl. Dixon, not out	1
Extra	1
Total	30

Bowling Analysis

	O.	M.	R.	W.
Alexander	4	0	11	0
B. G. Baker	8	1	11	8
A. V. Baker	5	0	4	1
King	1.5	0	3	1

H.K.C.C. 2ND v. UNIVERSITY 2ND

On their own ground, the Hong Kong C.C. 2nd XI defeated the University second team by five wickets.

Bowling in fine form, Harris-Walker (3 for 6), Ashworth (3 for 17) and Divett (2 for 29) were largely instrumental in dismissing the visitors for 64 runs. Candah (17) and Yeoh (18) made a stand for the University, but the tail-end collapsed badly.

The H.K.C.C. started rather shakily, but Gahagan (32) and Beck (33 not out) soon mastered the bowling. Scores:—

University 2nd XI.

W. H. Kwan, run out	3
A. Chan Fook, b Divett	7
A. A. Aziz, b Divett	4
K. T. Loke, c Batger, b Ashworth	0
A. B. Suleiman, c Mackenzie, b Ashworth	8
C. Candah, b Harris-Walker	17
G. E. Yeoh, b Ashworth	18
K. P. Gan, not out	0
H. E. Adams, run out	0
P. L. Tan, hit wkt., b Harris-Walker	0
F. Hiptoola, b Harris-Walker	0
Extra	1
Total	64

Bowling Analysis

	O.	M.	R.	W.
Divett	12	2	29	2
J. R. Way	6	0	11	0
Ashworth	8	1	17	3
Harris-Walker	2.5	0	6	3

H.K.C.C. 2nd XI.

K. H. Batger, b Hiptoola	4
C. E. Gahagan, c Yeoh, b Kwan	32
W. Harris-Walker, c Loke, b Hiptoola	4
A. C. Beck, not out	33
J. R. Way, b Hiptoola	0
J. H. Ashworth, b Kwan	0
S. J. Stanesby, run out	22
R. M. Wood, b Tan	0
W. W. Mackenzie, c Yeoh, b Hiptoola	0
Extra	1
Total (for 8 wkts.)	158

J. R. Collis, G. E. R. Divett did not bat.

Bowling Analysis

	O.	M.	R.	W.
Hiptoola	14	2	64	4
Chan Fook	5	0	25	0
Kwan	6	1	24	2
Aziz	2	0	20	0
Tan	3	0	24	1

C.S.C.C. 2ND v. R.E. & R.S.

At Happy Valley, the Civil Service C.C. 2nd XI defeated the Royal Corps of Signals by five wickets.

Randle and Edmonds shared the bowling honours for the C.S.C.C., taking five for 90 and four for 23, respectively. The batting of the "Sappers" was weakish, Mitchell (22), alone showing any confidence. Towards the end, Harrison helped with a much-needed 12.

After equalising their visitors' total for the loss of six wickets, Civil Service compiled 136 for nine, the highest scorer being Davies (33). Bowling eleven overs at a stretch, Col. Skinner accounted for four wickets for 22. Scores:—

R.E. and R.S.

Q.M.S. Mitchell, b Edmonds	22
Sgt. Lockyer, b Randle	3
Lt. Gough, run out	8
Col. Skinner, b Edmonds	5
L/Cpl. Penny, c Booker, b Edmonds	0
L/Cpl. Sunders, c Freeman, b Edmonds	1
Lt. Macdonald, b Randle	0
Sig. Higgins, b Randle	1
Cpl. Deavell, l.b.w., b Randle	0
Sgt. Harrison, c Paterson, b Randle	12
Sig. Earl, not out	3
Extras	5
Total	72

Bowling Analysis

	O.	M.	R.	W.
Randle	14	4	30	5
Robertson	7	2	10	0
Edmonds	9	2	23	4
Paterson	3	0	4	0

C.S.C.C. 2nd XI.

E. Himsworth, b Gough	11
R. S. W. Paterson, l.b.w., b Saunders	32
F. Harper, b Skinner	15
H. W. Edmonds, c Lockyer, b Gough	7
R. S. Robertson, b Skinner	0
S. Randle, c Gough, b Skinner	0
V. H. Chittenden, c Deavell, b Skinner	0
V. H. Freeman, c Gough, b Harrison	13
R. R. Davies, b Saunders	33
F. Booker, not out	10
Extras	15
Total (for 9 wkts.)	136

One man absent.

Bowling Analysis

	O.	M.	R.	W.
Harrison	13	5	36	1
Skinner	11	1	22	4
Saunders	9.2	2	27	2
Deavell	4	1	6	0
Gough	6	3	12	2
Earl	2	0	18	0

Friendly Matches

R.A.S.C. v. I.R.C. 2ND

On their own ground, the Royal Army Service Corps defeated the Indian R. C. 2nd XI by three wickets.

A feature of the match was the consistent bowling of Pte. Fry, who captured six wickets for 22 runs in 20 overs.

For the Indians, M. P. Madar batted patiently for 41, the total of the side being 104.

The home team replied with 147, the chief contributors being Pte. Andrews (28), L/Cpl. Simpson (27), L/Cpl. Lyons (22), Lt. Marshall (16), Pte. Fry (14) and Pte. Cole (12).

K.C.C. 2ND v. L.C.'S XI.

Entertaining an eleven from Messrs. Lane, Crawford, the Kowloon C.C. won comfortably.

Batting first, the visitors put up 84 runs, of which F. E. Skinner claimed 43 and D. M. Goodall helped with 11 not out.

The K.C.C. compiled 144 for nine wickets, the highest scorer being A. J. Kew (46).

LEAGUE TABLES

Division I.

	P.	W.	D.	L.	Pts.
Kowloon C.C.	5	3	2	0	11
Craigengower C.C.	5	3	1	1	10
Army	5	1	2	2	5
Hong Kong C.C.	2	1	1	0	4
Indian R.C.	5	0	4	1	4
Civil Service C.C.	4	0	3	1	3
Royal Navy	4	0	2	2	2
University	2	0	1	1	1

Division II.

	P.	W.	D.	L.	Pts.
Police R.C.	6	5	1	0	16
Hong Kong C.C.	5	5	0	0	15
Kowloon C.C.	7	3	3	1	12
Recreio	5	3	1	1	10
Civil Service C.C.	6	3	0	3	9
R.E. and R.S.	8	3	0	5	9
Craigengower	6	2	1	3	7
Indian R.C.	6	2	1	3	7
R.A.S.C.	5	1	0	4	3
University	4	0	1	3	1
R.A.O.C.	4	0	0	4	0

SHANGHAI WIN

Defeat of Hong Kong Footballers

ATTACK WEAK

[Herald Special]

Shanghai, Last Night.

Shanghai were early to the attack, keeping Reeves and Rodgers busy. Dogoerol (Shanghai) opened the scoring after play had been in progress ten minutes and a little later Snooks (Shanghai) found the net from one of Turner's passes. Half time arrived with Shanghai leading by two goals.

After the resumption Shanghai went further ahead by two goals in quick succession, two fast drives having Rodgers well beaten. With Hong Kong's attack weak, shooting chances were few until Stores handled when within the penalty area. Reeves took the spot kick and sent in a terrific drive to reduce Hong Kong's arrears.

Northerner's Fifth Goal

From a breakaway Sinclair (Shanghai) scored the home side's fifth goal, which put the issue beyond all doubt, but in the closing stages Gosano registered Hong Kong's second goal.

We take out hats off to Shanghai in fielding a much better side, but full credit must be given to Rodger and Reeves for their wonderful display.

By their five goals to two victory Shanghai regain possession of the Interport Football Cup which they lost last year, when Hong Kong defeated their representative eleven by three goals to nil on the Club ground at Happy Valley.

Result:—

Shanghai	5
Hong Kong	2

RUGBY FOOTBALL

H.M.S. Berwick Beat Club in Fast Game

THE NAVY STRONGER

In ideal weather H.M.S. Berwick XV defeated the Club in a fast game at Happy Valley yesterday.

The Club were without Koop, whose place was taken by Oswald of H.M.S. Berwick.

The Navy were the heavier team. They combined exceedingly well and the ball invariably came out of the scrum in their favour.

Navy Open Campaign

The Berwick opened up play with a rush that carried them to the Club's twenty-five.

This, however, was effectively smothered by the Club forward, Divett, clearing into touch.

The sailors soon returned, however, and were rewarded when Batten crossed the line near the flag; Allen failed to convert.

The Club forwards now got going, and play was more even, Tase making good efforts at defence.

Plummer was responsible for an excellent movement, and Oswald equalised for the Club.

Divett did not add the goal points from a difficult angle. Shortly afterward, Black added further points for the Club with a good try and Divett again failed with his kick.

Play went back to the Club twenty-five, but Milne-Day cleared.

The Navy were not to be denied, however, and Batten again crossed the line, Allen adding goal points.

A Fine Tackle

Divett spoilt a good run by the Navy with a fine tackle, but once more the Navy scored, Ellis making a splendid run. Allen hit the post in the goal attempt. No further score took place before half-time.

Upon resuming the Club forced play and Case got over. Divett converted.

Rush tactics by both teams kept play in midfield until a fine passing movement ended near the Club line and Powell crossed after an effort.

The End of Things

This seemed the end of things as far as the Club were concerned, the Berwick men holding them with ease.

Batten again got over and Allen added further points with his kick. Divett made a belated effort for the Club but was collared after a 30 yard burst. Play ended without further score, being an easy win for the Navy in the latter stages.

Result:—

Berwick 19 pts. (2 goals, 3 tries).
Club "A.", 11 pts. (1 goal, 2 tries).

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FANLING RACING

Montana Fancied for Chinese New Year Cup

EXTRA RACE

[By "Wombat"]

The steeplechase meeting of the Fanling Hunt and Race Club today will be on similar lines to that enjoyed by patrons of other meetings. The Club have included another race for this occasion which I am sure will meet with the approval of racegoers.

I take the Chinese New Year Cup to be the most interesting event on the card and Mr. W. Stanton's Montana or Target appear to me to have the brightest chances here.

Fat Chey Stakes

Samaritan has taken so well to this game it is difficult to see what will beat him if he is saddled here.

Fanling Stag was unfortunate not to win at the last meeting but should be in proper form he will be sure to carry off this event. Grey Eyes should be placed and I must give a chance to Bingo who is very fit just now, but only in the absence of Fanling Stag would I rely on Samaritan.

Fox Hunters' Cup (Heavyweight)

Craigavad ran well enough for this distance in the same race last year. Strathlorne would have a great chance if he can sustain his present country form.

Blotting Paper has been performing well in Point to Point and Steeplechase races lately. James Pigg likes this form of racing and was not disgraced although beaten in his last attempt.

Firecall has proved himself useful in this company.

Slang River comes from the same stable as Blotting Paper. He may have a chance as an outsider, but Craigavad should win and Strathlorne will be his biggest danger.

Chinese New Year Cup

Montana has won every event where he has been started.

Target comes from the same stable but I do not think they will both be saddled here.

As You Like It should be at home over this distance and my opinion is that he will be amongst the placings.

Fernleaf is a non-winner at Kwanti but I hear he is an improved pony. However, this company looks too superior for him even as an outsider.

Montana is a sure winner with Christmas Frolic next best.

Midwinter Handicap

Target with 174 lbs. is at the top of the weights and I am not so sure he will make an appearance here.

Samaritan has useful form to his credit and should just about win here if he is sent in preference to his stable mate Christmas Frolic.

As You Like It may start here instead of the third race and as he will be more at home over this distance than he was when beaten at the last meeting he would be well to note in this event.

May and Fernleaf are in at a very light weight but I do not consider either of these will have a chance here.

Sheila is also lightly handicapped which should give him a chance as he ran well at the last meeting but I think Christmas Folic will win if he is sent instead of Samaritan.

Fox Hunters Cup (Lightweight)

Mowgli, if saddled in this event is a very good tip, and unless he comes down ought to be in command at the finish. Target will probably start in this race and he can gallop when in the mood. He should be very close at the finish.

Huntington, I have been told, is a very good pony in the country and will have a very good chance if the going is not too hard. Lightning has performed better during the last few weeks and has about the best outside chance.

Buster is a good short distance pony at top form and should be quite suited by the slow going in this event.

Caviare is not up to the form of Mowgli who is my selected. Target should be the danger if saddled.

February Maidens

November may be reserved for this event and although she did not stride out very freely when last I saw her she is vastly improved now and should about win here.

Sunloch looks well and should have a great chance here if he is as certain over hurdles as he is on the flat.

Samaritan is a good pick if he is kept for this event instead of being sent out earlier.

The Ptarmigan is not of much use in this field; therefore, I should advise that he be left alone.

Buster would be a likely place bet if his owner rode him here instead of an earlier engagement, as the distance is just to his liking. However I like November for a win with Social Mark or the Buster as the danger.

My selections for to-day's meeting are as follows:—

Race 1.
1. Fanling Stag
2. Samaritan
3. Grey Eyes.

Race 2.
1. Craigavad
2. Strathlorne
3. Blotting Paper.

Race 3.
1. Montana
2. Fernleaf
3. Sucre or As You Like It.

Race 4.
1. Christmas Frolic
2. As You Like It.
3. Sheila.

Race 5.
1. Mowgli.
2. Target.
3. Buster.

Race 6.
1. November.
2. Social Call.
3. Bingo or Buster.

WATER RETURN

Level and Storage of water in Reservoirs on January 1, 1930:—

CITY AND HILL DISTRICT WATER WORKS.

	1929	1930
Tytam	15' 6"B	11' 3"B
Tytam Byewash	24' 6"B	19' 5"B
Tytam Intermediate	2' 2"B	0' 7"B
Tytam Tuk	47' 0"B	31'11"B
Wong Nei Chung	24' 4"B	19' 1"B
Pokfulum	28' 2"B	10'11"B

[Note: B. denotes "Below Overflow"; A. denotes "Above Overflow"; L. denotes "Level with Overflow."]

Storage in million and demicals of gallons.

	1929	1930
Tytam	206.14	285.99
Tytam Byewash	.86	3.03
Tytam Intermediate	183.90	192.65
Tytam Tuk	522.00	757.43
Wong Nei Chung	7.03	10.55
Pokfulum	18.60	42.33
Total	938.53	1,301.98

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of December.

	1928	1929
Consumption	196.41	210.64
Estimated population	428,260	498,580
Consumption per head per day	14.8	15.5

Services to houses in the Rider Main Districts were disconnected and a supply was given by public street fountains only during December, 1928.

From December 1 to 31, 1929, a 12-hour's supply (6 a.m.—6 p.m.) was given to all Rider Main Districts. Principal Mains closed (6 p.m.—6 a.m.).

KOWLOON WATER WORKS.

	1929	1930
Kowloon Reservoir	9' 6"B	0' 2"A
Shek Lai Pui Reservoir	3' 0"B	9'11"B
Reception Reservoir	1' 8"B	1' 8"B

Storage in million and decimals of gallons.

	1929	1930
Kowloon Reservoir	260.74	354.24
Shek Lai Pui Reservoir	104.10	79.23
Reception Reservoir	28.75	28.75
Total	393.59	462.27

Consumption of water in Kowloon in millions and decimals of gallons during the month of December.

	1928	1929
Consumption	109.76	116.33
Estimated population	168,220	178,260
Consumption per head per day	21.0	21.7

Constant Supply in all districts during December 1928 and 1929.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall: December 31, 1928, 71.16; December 31, 1929, 69.83.

LOCAL HOCKEY

Kowloon Ladies Lose to the Sailors

Although they put up a splendid fight, the Kowloon ladies were unable to resist the attacks of H.M.S. Kent, losing to the sailors at King's Park by 5 goals to 2. It was a fast and always interesting game. The Kowloon ladies were two players short, but two substitutes were provided by H.M.S. Kent.

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New Work by Sir Oliver Lodge

["Phantom Walls", by Sir Oliver Lodge, D.Sc., LL.D., M.A., F.R.S.; Hodder and Stoughton, Ltd., 5/- net.]

Modern physics is insisting that most of our mundane experience is illusory, that even space and time if taken separately are abstract frames dependent on our limitations, and that we are surrounded by phantasmal appearances through which our senses cannot penetrate. Matter is what we primarily apprehend through the senses; but the nature of matter is mysterious. The unit of matter has been conceived or at least expressed in various ways. Einstein and Eddington formulate it as a curvature of hypergeometrical space, and say that the curvature broadcasts its effects as gravitation They contend, not that matter is something producing that curvature, but that it *is* that curvature, and that the laws of motion which it follows are appropriate to space-time of many dimensions. W. K. Clifford anticipated some such possibility by a stroke of genius some half century ago. See for instance an Article of his in the Fortnightly Review for 1875, and Professor Eddington's Article in Mind for April, 1920. Thus matter is thought of as a configuration or warp in a reformed and unspecified ether of space. Other views are also given, including De Broglie's and Schrodinger's. Sir Oliver states that the attempt to visualise reality, to express fundamental things in terms of anything apprehensible by the senses, has been largely given up. It seems to be generally agreed that our physical perception of existence is but a shadowy phantom of reality.

Mind Animates Matter

Yet the mind of man tries to penetrate through the illusion and get to the reality behind. It refuses to be limited by sensory experience: it seeks to break through phantom walls. Instinctively the mind feels that it must have some affinity with those basic realities lying behind appearance, whatever their ultimate nature may be. Mind animates matter; its incarnate function is to interact and interfere with physical processes. We know at first hand that our individual self can guide and dominate events in the material world. We are not depressed therefore, but rather are exhilarated to find how effective are our mental operations, how vital our inferences and intuitions, how secure and vivid our spiritual apprehensions, compared with the meagre information received and submitted to mental interpretation through our animal senses.

Adaption of Nature

Even through them, however, we perceive that the world is full of beauty and orderly arrangement; so we take heart and are content to wait till we can apprehend reality more clearly. We need not be perturbed by the difficulty of understanding the nature of our sensory surroundings, nor by the brevity of our inherited association with a material body. We find that we are greater and more enduring than any self-constructed instrument of manifestation here and now. We recognise the beauty and adaption of nature as so far revealed to us; and we have faith that the glory and grandeur of the universe, when at length we are more fully able to appreciate it, will eclipse the imagination of poets and exceed all that we can desire.

Those who are old enough to have ascended the Pisgah-heights of experience, and studious enough to be able to survey the ocean of eternity from Darien-like peaks, may at moments attain a larger sense of vision; and thus, like Tennyson's Ancient Sage, may recall to a more reasonable sanity those harassed and distressed ones who complain that the outlook is dark, and we tempted to cry out against the heavens in futile despair:—

"For wert thou born or blind or deaf, and then
Suddenly heal'd, how would'st thou glory in all
The splendours and the voices of the world!
And, we, the poor earth's dying race, and yet
No phantoms, watching from the phantom shore,
Await the last and largest sense to make
The phantom walls of this illusion fade,
And show us that the world is wholly fair."

The Ultimate Reality

"It is because a beneficent spiritual world has to me become the ultimate reality that I have composed this book," says Sir Oliver Lodge.

Sir Oliver deals with:—

1.—The interest of the plain man in religion
2.—The possibility of survival from a scientific point of view.
3.—Materialistic objections and difficulties
4.—The mechanism of survival
5.—Problems raised by the idea of survival
6.—Practical problems following on the growing proof of survival
7.—The meaning of existence
8.—The new outlook in physics
9.—A survey of obscure psychic phenomena needing investigation
10.—Discussion of the possibility of premonitions.
11.—On the asserted difficulty of the spiritualistic hypothesis from a scientific point of view.
12.—The influence of demonstrated survival on science, philosophy, and religion.

In his closing words, this distinguished scientist says "Our birth may be 'a sleep and a forgetting', but not our death. Death releases us from the burden of the flesh, introduces us to the glorious company of those who have gone before, and opens out a majestic panorama of love and service."

LADY HOSIE

"Portrait of a Chinese Lady"

[Portrait of a Chinese Lady, by Lady Hosie, (Hodder and Stoughton, 21/- net)].

Everyone knows that China's civilization is in a state of flux, and that the impingement of the Western upon the Eastern mind has shattered preconceived standards. A revolution is taking place in the social and intellectual as well as the political world. The coming of machinery, moreover, has had the same stupendous effect as in the Occident.

Buying and selling, housekeeping, education, transport, even pastimes, are all affected by these new means which are at China's disposal. In her book, Lady Hosie has drawn a portrait of the living China of to-day.

The speakers and actors in the drama are personal friends portrayed from the life, who took her into the intimacy of their thought. We share their laughter, their troubles, their problems.

The heroine, Mrs. Sung, is a charming young married woman, radiant and tender. She is the daughter of one of China's great statesmen, who happily combined the old classical traditions of learning with a modern education, and who had his children taught on the same lines. Her husband, who was trained abroad, is a business man in Shanghai.

Mrs. Sung and the author met on a steamer on the great river—the Yangtsze—and became fast friends, meeting thereafter in Shanghai, Peking and other places. Mrs. Sung was so deeply entertained and interested by her new friend's comments on Chinese life that she would greet her with the request, "Tell me some tales of my own people!"

In this book, therefore, Lady Hosie sets down, very much as she told them to Mrs. Sung, the stories of country-folk, railway experts, university women, and many others, who make up the various strata of society in China as elsewhere, just as she had heard them from their own lips.

It is of New China that the author writes, and with sympathy: also with hope and good cheer. On the whole, she shows in this very human document that Chinese people of to-day are facing gallantly the untried seas of modern existence into which their ancient barque has been so suddenly launched.

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EXECUTIVE:—What are its advantages?

SALESMAN:—Well, a neon sign costs nothing because it consumes 1/5th to 1/8th the usual amount of electricity. This saving effected during a certain period of time pays for its initial cost of installation and, just think of the advertising value you are getting all that time and all for nothing!

EXECUTIVE:—Alright, go ahead and make me a sketch and furnish estimate.

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OUR WEEKLY SERMON

The Roman Contribution to Christianity

MODERN CHURCHMAN'S VIEWS

[By the Rev. Alfred Fawkes, M.A., author of Studies in Modernism, The Genius of the English Church]

(*Continued from January 26.*)

'Thou art Peter; and upon this rock I will build my Church.' Here is the *Privilegium Petri* — the Privilege of Peter. Then, almost in the same breath, 'Get thee behind me, Satan; thou art an offence unto me; for thou savourest not the things that be of God, but those that be of men.' This is the Offence, or Scandal, of Peter. Round the dome of the Vatican Basilica, where (it is believed) all that is mortal of the Prince of the Apostles rests, the promise of Christ is written in golden letters, 'Thou art Peter; and upon this Rock I will build my Church.' Would that 'Get thee behind me, Satan!' followed it. That it should do so is a dream—and a dream that comes through the Gate of Ivory. 'Whereas thou hatest to be reformed.'

Guardians of Public Peace

The Gospel, however, could not by itself have made the world Christian. The Jerusalem Apostles had, indeed, no wish to do so. 'I am not sent but to the lost sheep of the House of Israel.' It was the Roman world-dominion which made the Pauline propaganda possible; the Apostle of the Gentiles had reason to regard the powers that be as 'ordained of God.' It was the Imperial officials who were the guardians of the public peace, kept communications open by sea and land—the Mediterranean was the ocean highway of the age—bridled barbarism, and restrained the rival fanatics of the East from flying at one another's throats. These hatreds, when baptized into Christianity, were so imperfectly; the Apocalypse, the message of the Spirit to the Churches, was written in letters of blood. From the first the lay State stood between civilization and the internecine conflicts of the sects. And for Rome, Christian as well as pagan, this State was, and is, an international one; the local patriotism of the nation taken by itself is a doubtful virtue; and the nation itself is a state within a state. This is the principle now at issue between the Vatican and the *Action Francaise*. The methods of repression adopted by the Pope are, indeed, those of another age. But the divergence between Maurras and Pius XI is that between two parallel straight lines; produce them as you will, they never meet.

The local Church of Rome was of Jewish origin. We may connect it with the 'sojurners from Rome' (*Acts* ii, 10), and so with the Jerusalem Community. M. Delafosse's analysis of the *Epistle to the Romans* makes this more than a conjecture. As Malebranche saw all things in God, M. Delafosse, it is said, sees 'all things in Marcion.' But, perhaps for the first time, he has explained the text; the sections, like segments of a puzzle, fall into place and line. And from the first we recognize in this great Church the distinctive qualities which it retains to this day. Its note is that of authority: it is governmental and hierarchic; the Holy City, a mixture of Jerusalem and Babylon, the City of the Pope-King It has created little. It is fanatics who create; and though it can use fanatics adroitly—hierarchies as a rule can—fanaticism is foreign to it. But if it does not itself create, it gives shape and currency to what others have created; it selects, stereotypes and preserves. Our Article enumerates as the great Churches of the past Jerusalem, Alexandria, Antioch and Rome. The first, that of Jerusalem, dropped out early; what should have been its strength, its personal connection with Christ, became to it an occasion of falling.

Caliphate Established

The establishment of a Caliphate in the family of Jesus was a real danger to primitive Christianity. Had history shaped itself on these lines, the mother would have crushed the child out of existence. Islam narrowly escaped this disaster; the victory of the House of Ali would have been fatal to it. 'Who is my mother? And who are my brethren?' The successors of a great man are not his kinsmen, but those who carry on his work.

When Jerusalem disappeared, Rome entered into her inheritance. The spirit of the two Churches was similar. The reverence for tradition and the hierarchy was transplanted. 'James, the Lord's brother,' had been the spokesman of the Twelve—'Wherefore,' he says, 'my judgment is' (*Acts* xv, 19)—and in the West this foreshadowed primacy was to take shape and substance. But, while a Pope of Jerusalem would have meant the extinction of Christianity, the Pope of Rome made Christianity a world-religion; and, what was a more doubtful benefit, a World-Church. The history of this Church is that of a threefold abdication. (1) The community gave what we call a power of attorney to the elders; (2) these gave a similar power to the bishops; (3) the bishops gave it to the Pope. The first of these abdications took place early in the second century—Scaliger's aeschm: the next before its close. The third is still in progress; its end who can foresee?

Significant Developments

There have been significant developments since the Vatican Council the importance of which we overlook. Memories are short; and it is in the interest of hierarchies that their encroachments should be theit and forgotten. It is not only at Rome that this is so; 'priests of all religions are the same.' Macaulay reminds us that there are priests as dangerous at Oxford as at Rome. Macaulay was a Cambridge man; and, if one were quoting him at Oxford, it might be tactful to substitute the junior for the senior University in the quotation! But as we are at Cambridge, the text may stand. But wherever those to whom he refers may be found, the future, I think, is not with them. A late Prime Minister said of the once influential Liberal Unionists that they were 'the mules of politics, having neither pride of ancestry nor hope of posterity.' Substituting religion for politics, may not the same be said of the at present too powerful party in the Church of which we are speaking? It is repudiated both by the Pope and by Parliament; it has neither prospects for the future nor roots in the past. Others will enter into its labours. George Eliot told the late Lord Oxford, then a young man, that he would live to see a notable 'renascence of religion among thoughtful people.' 'What Church would profit by it?' he asked. The answer was, 'The Church of Rome.'

Universal Sovereignty

Theologically the Roman Church, centreing as it does in the Papacy, is the formal completion of the hierarchical conception of Christianity; politically, it is the survival of the Roman conception of universal sovereignty. Historically the Romanizing of the World-Church was inevitable. The world on which Christianity entered was Roman; the religion which was to leaven it was cast in the mould, and bore on it the stamp, of Rome. The result was the imposing structure of Catholicism, by which—when we are speaking historically, not controversially—we mean Roman Catholicism. History knows no other: and it culminates in the Papacy; only so is it actually and formally complete. The ground for it was prepared.

Spiritual Gifts Discredited

The hierarchy developed out of the earlier charismatic ministries when (1) with the diffusion of Christianity the spiritual gifts of the first days were discredited and disappeared; (2) when the breakdown of the expectation of the Parousia chilled enthusiasm; (3) in self-defence, when the unity and religious life of the communities were threatened by schisms; nor (4) can such causes as the ambition of officials and the influence of foreign and alien ideas be overlooked. The second and third centuries of our era, which witnessed the struggles of the Church with the various forms of Gnosticism, witnessed also the development of the hierarchy, which, together with the creeds and the sacramental system, transformed the Christianity of the first age into the Catholicism of the next.

(*To Be Continued.*)

RADIO — TO-DAY'S PROGRAMME

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:—

9.55 a.m.—Morning service relayed from St. Joseph's Church.
11 a.m. (approx.) to 1 p.m.—Chinese Programme.
1.48 p.m.—Weather Report.
9 p.m.—Programme of H.M.V. and Victor records supplied by courtesy of Messrs. Moutrie.

"L'Arlesienne"—Prelude (Bizet), Royal Opera Orchestra, Covent Garden.
"L'Arlesienne"—Farandole (Bizet), Royal Opera Orchestra, Covent Garden.
The Music of "Ethelbert Nevin."
"A Day In Venice",
1. Dawn.
2. Gondoliers.
3. Venetian Love Song.
4. Good Night.
Victor Salon Group.
"A Shepherd's Tale" (From "In Arcady"),
"Lullaby" (From "In Arcady"),
"Narcissus" (From "Water Scenes"),
"Country Dance",
Victor Salon Orchestra.
"My Desires" (From "Songs from Vineacre"),
"Mighty Lak'a Rose",
Lewis James, Tenor—Oliver Kline, Soprano.
"At Twilight",
"Oh That We Two Were Maying",
"At Rest",
Wilfred Glenn, Bass—Victor Salon Group Direction of Nathaniel Shilkret.
"Little Boy Blue",
"The Night Has a Thousand Eyes",
"The Woodpecker",
Victor Salon Group Direction of Nathaniel Shilkret.
"In Winter I Get Up at Night",
"Every Night",
"Beat Upon Mine, Little Heart",
"A Life Lesson",
Edna Kellog, Sop.—Victor Salon Orch. Direction of Nathaniel Shilkret.
"The Rosary",
Robert Simmons, Tenor.
"Barchetta",
"Serenade",
"'Twas a Lover and His Lass",
Elliot Shaw, Bar.—Victor Salon Orchestra, Direction of Nathaniel Shilkret.
"Gesu Bambino" (Yon),
"Nazareth" (Gounod),
Peter Dawson.
"Narcissus",
"Spring Song",
Victor Concert Orchestra.
"Petite Suite De Concert",
De Groot and the Piccadilly Orchestra.
10.30 p.m.—Close Down.

BLIND STUDENT'S ACHIEVEMENT

Miss Hazel Winter, a blind student at Chorley Wood College (Herts), has won a £60 open scholarship for history at Lady Margaret Hall, Oxford. She is only seventeen years of age, and at her examination had to compete with the best women University candidates in the country.

Miss Winter was born blind, and throughout her schooldays has been entirely dependent on books in Braille type. Some of the text books required by her for the examination were specially copied out in manuscript by volunteer Braille writers attached to the National Institute for the Blind.

Chorley Wood is the only existing public school for blind girls, and was started as an experiment by the National Institute for the Blind eight years ago.

Miss Winter is a daughter of Colonel C. B. Winter, late Indian Army, and has been a pupil at Chorley Wood College for the past five years.

HOTEL GUESTS

At the Hong Kong Hotel

January 31, 1930.

Mr. E. A. Anderson.
Messrs. P. Blay, F. Bumann, Miss L. Blackwilder, Miss Benoist and three children.
Messrs. F. Contes, M. Croset, C. N. Chenk and two children, Mr. and Mrs. H. E. Carlin, Mrs. T. S. Cheng.
Messrs. R. H. Dobbie, J. H. Davy.
Mrs. M. C. Foster, Mr. O. H. Farrar.
Mr. J. N. Grant.
Messrs. G. E. Hanaford, F. H. Hill, Mr. and Mrs. R. F. Hall.
Mr. J. E. Joseph.
Mr. W. Karnatz, Mrs. E. Kompster.
Mr. Lo Keng-seng, Mr. and Mrs. F. I. Ling, Miss H. Lillie.
Messrs. A. M. Martin, H. E. Morris.
Mr. F. S. Odom.
Mr. D. C. Palfreeman, Mr. and Mrs. Phelp, Miss M. S. Peres.
Mr. D. O. Russell.
Messrs. D. E. Sassoon, A. M. Slack, M. M. Seel, Mrs. S. S. Sill.
Miss D. K. Thrift, Mr. R. Thuan, Mr. and Mrs. W. B. Tyler.
Mr. R. L. Wyllie.

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No more sleepless nights

When you toss from side to side, and vainly count imaginary sheep passing through a fictitious gate—and yet can't fall asleep—when nothing will induce even that dreamy feeling that ushers in sleep, how you long for dawn. As you hear the clocks strike and listen to the myriad sounds that fill the darkness, you realise that there is no real stillness of the night.

And when morning comes, you get up jaded and unrefreshed and totally unfit to face the day's work or enjoy the day's play.

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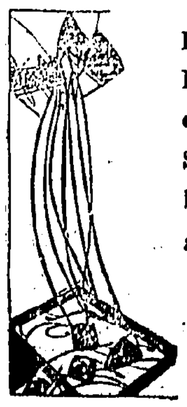

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ROUND THE TOWN

"Chinese Names" A correspondent signing himself Tek Lee writes:—The article in your last issue under the title "Chinese names" is very amusing, but the person who wrote it did not explain why the Chinese have so suddenly adopted European customs to such an unusual point. Personally, I believe that certain Chinese, with their artistic souls, want names such as "Aristotle" to suit the ultra-modern clothes they are sporting. Fancy calling young Chinese who are "accustomed" to wearing fancy, purple-coloured bows,—fancy, coloured waist-coats and Oxford pants by their ordinary names! Undoubtedly to such dandies a dandy name like "Lindenburgh Lim" or "Constantinople Al. Afat would be preferable to "Loong Lim" or "Cong Afat."

A Deeper Significance Apart from the foolish form of snobbery which leads Chinese not only to abbreviate their names, so that Lim Cheng-keng becomes C. K. Lim, but to Westernise them by the addition of such monstrous pre-Christian names as Aristophanes, the habit has a deeper significance and a more harmful influence that the average person might feel inclined to believe. It is, in essential, an unconscious below at the clan or family spirit which has permeated Chinese life from the earliest centuries of the Celestial Empire.

Clan System Originating from and aided by ancestor worship, the clan system of family regard is one of the few admirable and human traits that we of the West can study with profit. The clan was a sort of mutual benefit society, each member, however, being related and hieing from the same district. Very often the only means of establishing the link between kith and kin is by the Surname, which by itself is a key to the individual's clan and place of origin. Thus, a person whose first name is Sun, whether he be coolie or humble foki, will always be welcomed at gathering of the Sun clan.

Meaningless Letters The contraction of Chinese names into meaningless letters is apt to conceal the individual's clan and district. He obviously imagines he is being "advanced" by imitating the Westerner, whereas he is in reality helping to undermine a splendid, because voluntary, family institution. Yet we have no beatitation in asserting that were he to appear in the Police Court, or desire to establish an alibi, he would very quickly and gladly announce his name in full!

Synonomous Names It is curious to reflect, whilst on the subject of names, that those of the West and those of the East often possess an uncanny similarity. This may not, perhaps, have occurred before to the student of the origin of surnames, and it may not even be of an ethnical significance. Yet it is curious to find surnames in the two hemispheres that are not only similar to an extraordinary degree, but actually identical in spelling and pronunciation. Take for instance two typical Irish names, shea and shee (both of the same clan). We find shee to be a very common name all over North China, whilst Sheah, similar enough to Shea to be notable, is also found in the higher regions. In some districts (although the bird is practically unknown to the Chinese) a swan is known by the name of sheah; whilst the swan is the crest of the Irish clans of Shea, Shee, O'Shea and O'Shea.

O'Hara! To take another example, also Irish; O'Hara is another good Erse name, yet its compliment is found in Japan, in the family name, for instance, of the well-known Japanese nobleman, Baron Senkichi Ohara. Hara is also frequently met with in Japan as a surname. In both cases the examples came from Ireland, and there are others which may be detected by picking up any Chinese or Japanese "Who's Who." Curious though the analogy may be, it would be unwise to deduce any theory from these coincidences, and to infer that the Irish race originated from the orient, or vice versa would be a case of reductio and absurdum fit for the pages of Punch.

Another Chinese Puzzle From an "authoritative" source we read: In a village near Peking four tradesmen clubbed together to buy cotton. To protect it from rats they procured a cat, and agreed that each of them owned one of the animal's legs. Soon afterwards the cat hurt one of its paws, and the owner of that particular leg bound it up with rag soaked in oil. But the cat went too near the fire, the bandage ignited, and the terrified animal rushed amongst the bales of cotton, which flared up and were destroyed. The three owners of the uninjured legs sued their partner for loss and damages. The judge ruled thus: "Since the cat was unable to use the injured leg, the cotton was set on fire by the action of the three uninjured legs on which the cat ran among the bales of cotton. Consequently these three legs were guilty, and their owners must pay damages and costs."

Tests For Magistrates Under the heading "Tests for Magisterial Sobriety" Punch in its issue of December 18 waxes humorous—at the expense, alas! of our worthy Magistrates. Punch quotes this for which it erroneously and with malice aforethought credits a Chinese paper (nobody knew Mr. Punch could read Chinese!):

"Charges brought under the Distillery Ordinance against the Wong So Sun Distillery of Cheung Sha Wan were investigated yesterday. The charges were (1) failing to record in his Molasses Mash Book the addition of molasses to molasses mash in mash kongs, the full charge of molasses having been already recorded as placed in the kongs; (2) removing and distilling certain molasses mash from molasses mash being recorded in his kong, such molasses mash Molasses Mash Book as being due for distillation."

Did Mr. Punch in his salad days never mash the lassies or, as a golfer, never slash a mashie? Out upon you, Mister Punch!

SUNDAY SALLIES.

Frogs are in season.—You may have one even in the throat.

The Braaland's hymn: "There's a cry to Macedonia come and save us."

Relie-ability trials are unpopular in the witness box at the Police Courts.

In the motor reliability trial the first man left dead on time.—How dead is not stated.

Burglars who broke into an insurance brokers' office got nothing, not even enough to "cover" the risk of burglary.

Ewin heard the bell all right last Saturday night, and his opponent would doubtless have the ringing sensation in his ears.

Less coffee is being drunk, we hear. Hong Kong taipans — and others!—do their best at eleven o'clock to keep the sales up.

A one-man 'bus is the latest traffic novelty in Paris.—It would be a real novelty in Hong Kong on Chinese New Year's Day, for instance.

The claim that the 'flu germ has been found is said to be "unwarranted."—So you had better be careful in case you find it for yourself.

One of those people who delight in discovering this kind of thing has announced that one kiss transmits 40,000,000 germs. According to one young lady in this Colony it's worth it—everyone of them.

The spiteful U.S. critic who suggests that Phil Scott is "yellow" is all too colourful in his criticism.—The same Phil may make more than one of his Yankee rivals look blue yet before he is done with them.

Strictly speaking, we learn, chemists selling spirituous medicines, grocers selling flavouring essences, and hair-dressers selling perfumery should hold licences.—What about those shops who boldly retail tipsy cakes?

All truth begins in a minority of one.

"Thou art lost and gone for ever, oh, my darling, Clementi!"

What Kowloon Tong thinks today the Peak does to-morrow.

What is embezzlement in the clerk is high finance in the millionaire.

What in Wanchai is called disorderly conduct is called high spirits above May Road level.

"Typhoon" Revival in London, we read.—That's nothing to some of the typhoons in this Colony.

Smoking a cheap cigar in a crowded Happy Valley 'bus is about the only way not to be crushed.

Calendars as Chinese New-Year gifts are suggested.—The only objection is that as time passes they date.

Certain spurious coins are described as being too perfect to have been made in Britain.—Home counterfeiters will resent this slight on their craftsmanship.

"Is the bow-tie fashionable?" was a subject hotly discussed in a city office yesterday.—Opinions varied, but it was generally agreed that it was a knotty problem.

The recent Christmas pantomime feeling at Home is now spreading out here.—At least there is more and more temptation these cheerless mornings to perform the "Sleeping Beauty" act.

We have drawn up the following intimation to be sent out to all friends at the Chinese festive season:—Owing to the fact that the dollar has fallen, the cost of living is still mounting, and the shroffs are more active than ever, Mister Sunday Sallies begs to intimate to friends that he is holding a flag day on his own behalf, flags to bear the motto: "Subscribe or Get No Chinese New Year Present."

"Singing in the Rain" of Chinese crackers in no joke!

Question of the moment:—Is it within the law to steal a kiss? And a thousand lips answered——

Ambition is all very well, but people who forge ahead with bank notes are apt to find their money talks too loudly.

An Aberdeen burglar left no trace beyond two matches, and even these were spent before he parted with them, we hear.

There are eighty genuine Rembrants in the world, and more than two thousand of these are in America.

If only all the gunpowder blown off this past week had been used at Morrison Hill and on the new Sai Keung Road!

An enthusiast who made a break of fourteen in the billiard-room of a certain Club last night is awaiting the arrival of one of these Home champions with keen interest.

An enterprising firm has sent out a circular addressed to the man of the house. When he opens it, however, he finds that there is a band round the circular with the words:—"To be opened only by the lady of the house."—Of course, he immediately breaks it and finds a reminder of things he needs.

At a general intelligence test given in Kowloon the other day the following were some of the answers.

"P.C. after a man's name means private corporal."

"Q.E.D. are the initials of the Latin words meaning Please turn over."

"Pro. Tem. means before time."

"I.E. stands for ink eraser."

"J.P. after a person's name means that he has just passed some examination."

"A quotation is the answer to a division sum."

"A synonym is the word you write when you don't know how to spell the other one."

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HONG KONG, SUNDAY, FEBRUARY 2, 1930.

Government and the Press

AMONGST the numerous tributes paid to the departing Governor, Sir Cecil Clementi, none has been more deserved than that forthcoming from the Press of the Colony. It has not always been an easy task for gleaners of news affecting the welfare of the Colony in general to obtain such direct from the fountain head and to exchange views with the "first gentleman in the Colony." Time was when there appeared an unbridgeable gulf between the Governor and the accredited representatives of the newspapers. To his credit Sir Cecil Clementi changed all that shortly after his arrival as Governor at the end of 1925. That turbulent time made it imperative that the Press should be kept fully informed of every official move and of the Government's policy from day to day and from week to week. It was far from satisfactory to approach minor officials, no matter how personally willing they might have been to throw light on thorny problems. Sir Cecil quickly grasped the position and initiated a series of weekly conferences with Press representatives that has been maintained ever since both by Sir Cecil himself and by the Hon. Mr. W. T. Southorn whilst the latter was Officer Administering the Government.

Certain busybodies, it is true, on hearing of such conferences, have attempted to belittle them, and some have even gone so far as to insinuate that they were convened for the sole purpose of muzzling the Press and of dictating the policy of the newspapers! That, let it be said now, was a gross misrepresentation of the actual facts. A perusal of any of the leading articles in any of the newspapers of the Colony must have proved beyond all doubt that none of them was ever blindly led by the nose, so to speak! Press representatives who have been privileged to attend the weekly conferences at Government House have not failed to perform their duty as journalists and criticised official policy when deemed necessary in the interests of the community.

Having said this, with the object of disabusing the minds of any "doubting Thomases" in our midst, we gladly re-echo the expressions of appreciation in our daily contemporaries in regard to the weekly conferences between the Governor and the Press. These have undoubtedly established a most useful link between the higher authorities and the newspapers for which no substitute could ever be so satisfactory. It was certainly an infinitely superior arrangement to that of running round half a dozen different Departments for information of public interest, only to be invariably referred to His Excellency the Governor or the Colonial Secretary. As we are reminded by our senior morning contemporary, the Daily Press, these informal talks have also given opportunities of putting questions and points of view to His Excellency of which he might otherwise not have known. Nothing but good can come out of such friendly contact between the Governor and the Press, and we hope Sir Cecil's successor in office will continue the practice he inaugurated and has maintained so consistently. Another kindly consideration His Excellency has shown to the Press has been the despatch—well in advance—of typewritten texts of his public speeches. Such courtesy is greatly appreciated by busy reporters and sub-editors, and Sir Cecil's example in this direction might well be followed by others who have occasion to prepare their speeches beforehand.

Whilst the Press have certainly benefited from the conferences with His Excellency it may be stated that the departing Governor himself has considered them so useful in many respects that he intends to augurate them on his arrival in the Straits Settlements. And where advantages have been conferred both from the angle of the Government and from that of the Press, it follows as a natural sequence that the community as a whole has gained, for are not both the Government and the Press the servants of the public, each trying from day to day to further the common weal by every possible legitimate means?

HONG KONG FAIRY STORIES

Candidates for the Governorship must weigh 16 st. and be not under 6 ft. 2 inches in height. False teeth will be a disqualification.

The Deputy Governor has already taken the "d" out of drink.

Racing tipsters at the annual meeting at Happy Valley are to be compelled to back their own tips.

Spittoons are to be provided on the Star Ferries for Chinese women of the amah class.

The Harbour Master is providing ash trays for launches that smoke excessively in future.

BRITISH EMPIRE UNLIMITED

The British Empire has no more effective apologist than General Smuts, the soldier-statesman of South Africa. His speech in defence of it at Montreal, in Canada, a few weeks ago, with its clarion call for closer Imperial co-operation, was a remarkable and arresting deliverance. General Smuts is a unique Imperial figure. From having given, to use his own words, "some of the best years of his life in trying to escape from the British flag," he has become for the great political organisation for which that flag stands its most zealous evangelist. St. Paul himself was not a more ardent proselyte, and what St. Paul was to the early Christian Church General Smuts is to the British Empire of to-day. His perspicacity and his gift of imagination enable him to recognise its compelling claims on the patriotic allegiance of its far-flung citizenry. As an institution for guaranteeing the liberties and privileges of smaller peoples, he sees in it one without parallel. Nor is it in this respect only that, in his view, it stands alone. "The British Empire" he truly said at Montreal, "has deliberately set itself to encourage a variety of types and institutions and to produce a great interwoven pattern in which scope is left for every kind of diversity." It furnishes, he contends, "a working model for the League of Nations and is the best augury for its permanent success." And it was on these grounds that he reminded its citizens "they would show little evidence of political sagacity and foresight if they did not hand the Empire on undimmed and vigorous to their children, so that it might play even a more brilliant part in the world's affairs in the future than it had already done."

CYCLONE OR TYPHOON

The Royal Observatory reported at 11 o'clock last night:—

The anti-cyclone remains central over N. China.

A somewhat deep depression lies to the East of the Bonins.

Fresh to strong monsoon prevails over the S.E. coast of China, and a moderate to fresh monsoon over the China sea.

Local Forecast:—N.E. winds: fresh: fine.

The following telegram was received from Manila by the American Consulate here at 1 p.m. yesterday:—

"Cyclone or typhoon S.E. of Naha, moving N.E. or E.N.E."

FAR-FLUNG COMMUNITIES

The great outstanding characteristics of the British Empire, the contemplation of which fires the imagination of General Smuts, are the amazing differences which exist between its component parts, and the civil and religious liberty which its peoples, great and small, enjoy. No such wonderful mosaic of governmental types is known to history. At the one extreme of the Dominions and Dependencies of the Crown are those spheres of influence, in which the British Government merely assumes a degree of control for the welfare of inhabitants and the protection of Europeans within their borders. At the other extreme there are the great autonomous countries under Federal, Confederate or unified governments. And between these extremes we have on the one hand the Crown Colonies, some of them subject to the exclusive legislative power of the Crown, others enjoying a certain amount of representative government, having elective or partly-elective assemblies, but executive bodies nominated by the British authorities; and, on the other hand, India, now passing with travail through an epoch-making experiment in constitutional development designed to give her ultimately an important place among the self-governing units of the Commonwealth of Nations. To no Procrustean bed is it sought to adapt these far-flung communities, many of them differing in race and colour. To all their peoples is ensured their religious liberty. French Catholics and British Protestants dwell together in harmony in Canada and only under the British Crown has it been that the people of widely divergent religions and castes in India have been restrained from internecine war.

CARS IN U.S. FAMILIES

Two or more motor cars are now owned by more than 5,000,000 families in the United States, according to figures compiled by Mr. Charles M. Hayes, president of the Chicago Motor Club. The popularity of golf and other outdoor sports is said to be largely responsible for the two-car vogue.

News in Brief

The *Sunday Herald* has received from the Asiatic Petroleum Co. an artistic desk calendar for 1930 advertising their oil fuel.

Mr. Harry Odell, a member of the local Stock Exchange, returned to Hong Kong yesterday by the s.s. President Grant from Shanghai. He was accompanied by his wife.

The Directors and officials of the Industrial and Commercial Bank, Ltd., are holding an "At Home" on the occasion of the opening of their new building at 12, Queen's Road Central on Monday.

The next concert at the Helena May Institute on February 6, is organised by Mrs. O. C. Womack and will include "The Golden Threshold" an Indian Song Garland for four voices. Music by Lizar Lehmann and words by the Indian poet Sorajini Naidu.—*Advt.*

Messrs. Komor & Komor notify in the advertising columns of the *Sunday Herald* to-day that a representative of Messrs. Toyo Murakami, Shanghai is now at their premises with a full range of samples of silk shirts, which can be made to order at very reasonable prices. Fit, materials and colours are guaranteed.

The Hong Kong Telephone Company requests subscribers to visit the main lounge at Lane Crawford's in order to become conversant with the working of the automatic system shortly to be introduced. As the success of the new method of working depends more on those who handle the instruments than upon any other factor, everyone to whom the automatic system is unfamiliar should take advantage of this opportunity for a demonstration of its working.

SILVER SLUMP

New Year Affects the Market

Rugby, Friday.

The price of silver to-day fell from three-eighths of a penny to ½d. per ounce, which is the lowest price ever touched. Chinese markets are closed for the New Year holidays and no support is being received from that quarter, while the Continent and America have been freely selling metal:—British Wireless Service.

TAIPO TOPICS

[From the United Press Staff Correspondent at the Front.]

One cure for a howling wireless set is to proceed to the Treasury and trade in one's dog licence for a wireless licence.

The Burgomaster informed the meeting he hoped soon to be in a position to state that an Amendment to the Wild Birds' Ordinance had been passed by those in authority on the other side of the Ditch, whereby it would in future be an indictable offence to cut off the tail feathers of black and white striped mosquitoes for use as decorations on ladies' hats.

The Burgomaster next stated that he had received an assurance that the removal of the trees in the middle of the main road at Taipo Market, which created all the fun for the children when the road roller played musical chairs among them (the trees) at the time of widening the road, was now receiving the most careful and sympathetic consideration of some Rag-time Board or other.

Reference having been made to the poor old Yaumati Ferry Coxswain who was soaked $5 for emitting black smoke near the Hong Kong Fire Brigade Station, one of the assembled boobs asked: "Why not open a Good Court at Taipo and take a similar daily draw-down from the Railway whose locomotives had now discontinued using smokeless coal."

POSTAL SURPLUS

Highest Recorded in History

Rugby, Friday.

A surplus of £9,000,000 is revealed in the Post Office commercial accounts for the year ended March last. This is the highest recorded in the history of the Post Office. The figures are:—postal surplus, £9,250,000; telephone surplus, £500,000; telegraph deficit, £750,000. Cash receipts for wireless licences totalled £1,358,187, against £1,234,898 for the preceding year.

After twelve and a half per cent. had been credited to the Post Office for the expenses of management etc., a balance remained of £1,179,501, of which £887,616 was paid over to the British Broadcasting Corporation and £291,885 accrued to the Exchequer.—British Wireless Service.

PERSONALITIES OF THE WEEK

Tennis Star's Wedding

Crowds of spectators waited for hours in the rain outside St. Margaret's, Westminster, on November 19, to watch the arrival of Miss Eileen Bennett, the tennis star, for her marriage to Mr. Edmund Fearnley Whittingstall, the young portrait painter.

Mounted police patrolled the road to prevent the spectators leaving the footpaths and so make matters worse for the traffic, which was already being seriously impeded by the long and continuous stream of cars arriving at the church.

When she had passed under the awning into the church the spectators broke the police cordon and made a frantic attempt to follow. The police succeeded in preventing them, and the crowd then surged round to the West Door and lined up there, in order to catch a glimpse of the bridal procession as it left the church.

Over 500 guests were present at the ceremony, including a large number of well-known tennis players.

Championship at 17

Miss Bennett, who first came before the public in 1924, when she won the Middlesex Junior Championship at the age of seventeen, has announced that her marriage will not interfere with her career as a lawn-tennis player.

Mr. Fearnley Whittingstall, the young barrister who figured prominently at the recent Croydon and Reading inquests, acted as best man for his brother.

Another considerable crowd gathered outside Claridge's Hotel, where the reception was held, and many of the guests experienced difficulty in gaining an entrance.

Chill Not Serious

Prince George's chill is not serious, though he has had to cancel his engagements and remain in his room. Unfortunately, he is rather subject to these chills, and in the winter time is apt to contract them with a frequency that he finds most troublesome.

His digestive trouble he managed to shake off two or three years ago, and now it rarely occurs. Another minor complaint from which he at one time suffered was "hammer-toes"; but these were definitely cured by an operation.

His Royal Highness is rather less robust than any of his brothers, but that does not imply anything serious, for they are exceptionally healthy. Also, he is the only one among them to play the piano, which he does quite well.

New Zealand Commissioner

The appointment of Mr. T. M. Wilford, K.C., Minister of Justice and Defence, to succeed Sir James Parr as High Commissioner in London, is officially announced.

Mr. T. M. Wilford has had a distinguished political career. He passed the solicitor's examination at the age of 17, and has represented Lower Hutt, Wellington, without a break since 1899. He is now the "father of the House." He was a member of the National Ministry during the war, became K.C. recently, and is well-known in London as an excellent after-dinner speaker. His daughter is on the stage in London.

Lord Greenwood

Lord Greenwood has been elected treasurer of the Honourable Society of Gray's Inn for the year 1930 in succession to Mr. Timothy Healy, K.C., who has been elected vice-treasurer for the same period.

Lord Greenwood, who was raised to the Peerage in the Dissolution Honours, and took the title of Baron Greenwood of Llanbister, in the County of Radnor, where his grandfather was born, was known for many years as Sir Hamar Greenwood.

Born in Ontario

Born in Ontario in 1870, Lord Greenwood joined the Army at 16, and then followed a career at Toronto University and legal training in his father's office. On coming to Britain he served as captain in King Edward's Horse, later as lieut.-colonel commanding 10th Service Battalion South Wales Borderers. During the Great War he rose to the rank of brigadier-general, but retired, owing to ill-health, in 1916.

He is a barrister-at-law of Gray's Inn, of New South Wales, South Australia, and of New Brunswick.

He has represented York as a Liberal M.P., Sunderland as a Coalitionist, and Walthamstow as a Conservative. In the stormy days before the Irish Treaty he was Chief Secretary for Ireland, the last to hold that position, when his life was continually in danger.

Queen Victoria's Grandchildren

The sad death, after a few years of sordid unhappiness, of Princess Victoria of Schaumburg-Lippe (Madame Zoubkoff), granddaughter of Queen Victoria, still leaves a large number of surviving grandchildren of the great Queen.

A by no means exhaustive list, headed, of course, by his Majesty the King, includes the Princess Royal, Princess Victoria, the Queen of Norway, the Queen of Spain, the Marquis of Carisbrooke, the ex-Kaiser, the ex-Queen of Greece, Queen Marie of Roumania, Princess Marie Louise, Prince Arthur of Connaught, and Lady Patricia Ramsay.

It was stated on November 18 that the number of direct descendants of Queen Victoria is now 169.

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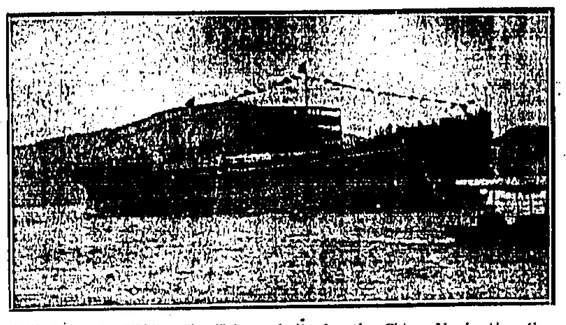
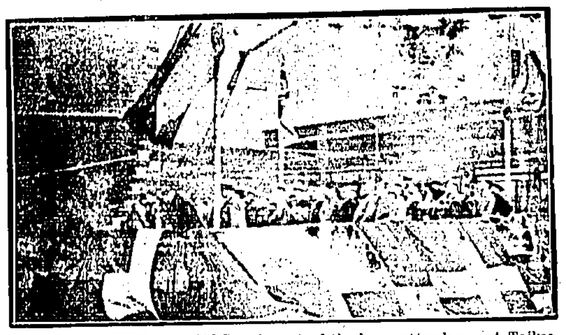


NEW B. & S. SHIP.—The Tsinan, built for the China Navigation Co., taking the water at Taikoo Dock and beflagged for the occasion.—(K. Fujiyama).

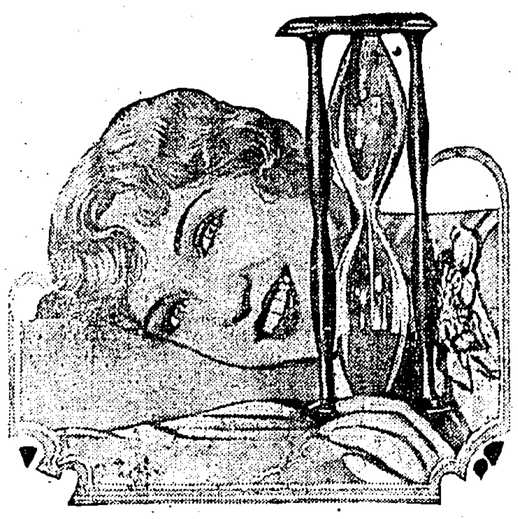
Mr. Lawrence J. F. Griffiths and Miss Mary Beatrice K. Brown who were married at the Rosary Church, Kowloon, on January 27.—(K. Fujiyama).

STARTING A FIRE.—Joyce Compton doing it with a match, but what about her eyes? She has an important part in "The Sky Hawk," Fox movietone, which will delight Hong Kong audiences.



ANGLO-CHINESE CONCORD.—A part of the large attendance at Taikoo Dock when Mrs. Chan Ming-shu, wife of H.E. the Civil Governor of Kwangtung, performed the ceremony of naming a new British ship, the Tsinan, in the presence of a distinguished gathering which included officials from Canton.—(K. Fujiyama).

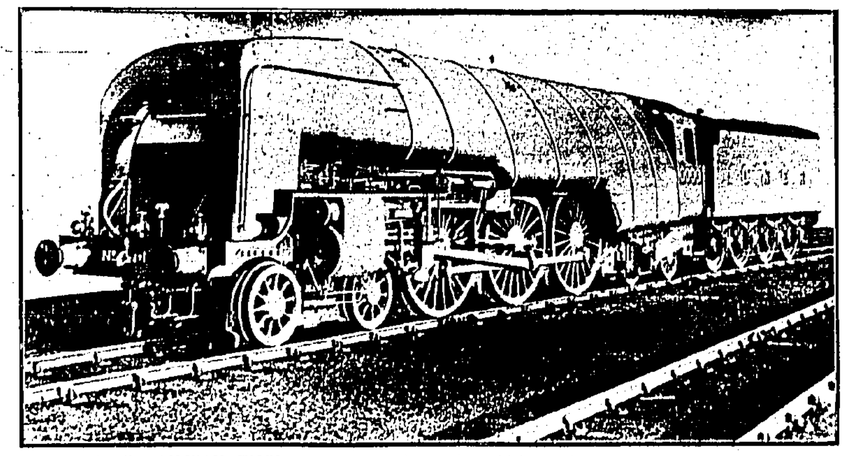
SHARON LYNN.—A Fox movietone artiste, in an egg-blue dress she wears in "Fast Workers."



ZERO HOUR?—Beside the hourglass is Marjorie White, a charming actress, who will be seen in "Happy Days," a clever Fox talkie, which ought be shown in Hong Kong soon.

VERSATILE ACTOR.—Mr. Sit Kok-seen, the famous Cantonese actor-manager, in an attractive role in "Pak Kam Loong" (White Gold Dragon), which has drawn thousands of Chinese to the theatres during the New Year season.

LADY CLEMENTI.—In centre of group, receiving an address from Lady Pollock (on extreme right), on behalf of the ladies of Hong Kong. This occurred at the H.K.C.C. On left is the Hon. Sir Henry Pollock, and then Sir Cecil Clementi. Between the two ladies is the Hon. Sir Shou-son Chow.—(See pictures below).



"HUSH-HUSH" RAILWAY ENGINE.—A unique locomotive which has been completed for the London & North Eastern Railway. The boiler has been constructed to the extreme limits of the railway gauge and there is no room for a chimney to project above; the chimney has, therefore, been sunk within casing plates so as to throw the smoke upwards and clear of the driver's view.

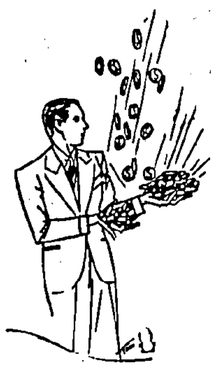
OPEN AIR TEA PARTY.—On the Hong Kong Cricket Club ground for the presentation of farewell addresses to Sir Cecil Clementi, who left the Colony yesterday on promotion to Malaya. Photo on right shows another part of the crowd, against the pretty background of Chater Road buildings.—(A. Ussi & Co.)

Phthisis

is usually the result of a common cold, which weakens the delicate lung tissues and thus enables tuberculosis-germs to settle and spread.

Take **Guaiacose**

It strengthens the entire organism and makes it more resistant to infections. By destroying the germs causing it, the initial stage of tuberculosis can be successfully fought.



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The supreme effective remedy with instant relief.
Forestall the evil event by keeping a bottle in your home.
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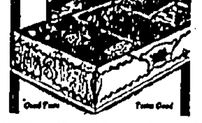

A box of chocolates, or a pound of candy or toffee is always welcome in the house. See you go to the :—

THE CANADIAN CONFECTIONERY CO.

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JUST RECEIVED
PRINTED CREPE DE CHINE
SILK STOCKINGS
IN
NEW AND LATEST SHADES.
GOLD AND SILVER TISSUE IN
LARGE VARIETY.
KASHMIR SILK STORE
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The Woman's Page

BANANA CREAM

Ingredients.—6 Bananas, 1 lemon, sugar to taste, ½ pint Custard.

Mode.—Skin the fruit and cut into slices; place in a glass dish; squeeze the lemon over them and add a little sugar; pour over them the boiled custard. Of course where cream is obtainable it is much nicer than custard.

Pyjama Costume

Screen stars introduce the Russian pyjama costume for the informal tea hour. Designed with a high collar and jumper blouse with rich hand-embroidered patterns, this suit is destined for popularity among the younger set.

SYMBOLISM

Endless Variations in Moods

The numbers of delicious materials there are in these days! Shining satins, gorgeous tissues and brocades whose colours blaze and whose folds hold a world of meaning. Delicate fabrics that seem to be made out of some airy fancy.

Surely a sufficient variety to express the slightest mood of woman!

There are ninon and chiffonerie for the mood of quiet fatigue, their clinging drapery softly lulling the senses. There is the showy brilliance of taffeta, wayward in its changing sheen, unyielding in its texture.

There is the very orientalism of passion in rich brocade; a certain voluptuous response in satin, and a restrained impressionability in crepe de Chine.

Endless variations in moods will find their counterpart in material. Take a mood of tried dignity and express it in chiffon velvet. The all-feminine appeal of the chiffon and the heavier restraint of velvet. The warm appeal of satin veiled with prudish lace spells a coquettish impulse to give but a glimpse of hidden softness. Is there any need to talk of the boyish athleticism of the tweed or the more womanly yearning for the smoothness and colour of dainty woollens?

There is, indeed, a fascinating but difficult psychology of material which can be chosen to express all the vagaries of the human mind and to clothe the moods and impulses of women, thus becoming an echo, a shadow of the mind itself.

BRIDAL ATTIRE

Long Trailing Velvet Gown

In spite of the high wind blowing on December 12, Miss Joyce Phipps and her bridegroom, Mr. Reginald Grenfell, decided to brave the elements as the sun was shining, and walk out of St. Margaret's Church, through the Abbey gardens.

The crowd appreciated this, and voiced their admiration of the bride's own long trailing velvet gown, which fitted her slim figure so well, and those of her long retinue of bridesmaids.

She has certainly shown her flair for designing, for the dresses, not pure white but almost an egg-shell tint, looked exquisite against the dark choir stalls as the waiting maids stood in the chancel during the latter part of the service.

The long green streamers matched exactly the stems of their harrissii lilies, and the bride's halo wreath of green leaves was massed with tiny orange buds over her brow.

Lady Astor came out smilingly behind the bride's mother, Mrs. Paul Phipps, whose broadtail coat was collared with the same fur. She wore a velvet hat turned off the face which suited her well. She has the finely-chiselled features drawn by Dana Gibson, for whom she once sat for her portrait, afterwards admired by two nations.

Lady Astor's large house was crowded. Mrs. Arthur Grenfell, the bridegroom's stepmother, wore beaver cloth trimmed with skunk, and there were many smart black toilettes trimmed with different coloured furs, kolinsky and sable-fox being the most popular.

Lady Violet Astor was all in brown. Viscountess Hambleden wore a broadtail coat and red dress, Lady Cynthia Mosley wore a very smart hat like a satin handkerchief tied at one side to match her royal blue coat, and Lady Alexandra Metcalfe wore a sable collar on her black fur coat.

Dress For Secretaries

"What shall we wear?" is the question uppermost in the minds of this lucky quintette which was picked personally by the U.S. Secretary of the Navy, Mr. Adams, to go as secretaries to American delegates to the Naval Conference in London. (Left to right, seated)—Miss Clara E. Dod, Miss Virginia B. Jones and Miss Gertrude E. Baker. (Left to right, standing—Miss Anne M. Worrall and Miss Marie L. Baker.

EVENING SHOES

Renovation the Order of the Day

Renovation on evening shoes is the order of the day, and it is surprising what may be achieved in this direction if one has patience and just a touch of that very necessary ingenuity which fortunately most modern women possess.

Black satin shoes, for instance, can be carefully brushed free from dirt and, where the satin is wearing thin, can be inked over. If the wearing has occurred in a place where trimming would not look amiss, it is a good idea to utilise some of the delightful diamanté ornaments which are to be bought very cheaply now. A nimbled-figured girl decorated some black satin shoes by fixing on the toes appliquéd flowers, just tiny ones — and, oh, so neatly put on! and, as they toned in with her frock, the effect was doubly chic.

White or light-coloured satin shoes can, of course, be dyed to match any dress, and, if care is taken, can be dyed at home. Many women, of course, buy white satin shoes with the sole idea of dyeing them, but it is also an excellent way of using up soiled slippers.

Brocade slippers, however, always offer some difficulties in the matter of renovating, and sometimes the only way a real improvement can be effected is to purchase some of the liquid silver or gilt (which can be obtained for a very small sum) and apply to the brocade. One loses the pattern of the latter, of course, and the shoes look either all silver or all gold, but the result is infinitely preferable to having shabby brocade shoes, for nothing can detract from the appearance like brocade slippers that have seen better days.

FOR GIRLS

Colour in Dresses for Holidays

I cannot sufficiently emphasise (writes Mrs. C. W. Forester in the London Daily Telegraph) the all-important matter of colour, or the effect it has on life in general. True, children and most young people can look well in many more shades than their elders, but if they do happen to make a wrong selection the results are deplorable.

Red and yellow are two favourites this season, and are successful for fair-haired, clear-complexioned damsels. These shades are by modern rules preferable to blue, which once was, with pink-and-white, the only idea considered for fair girls. The young modern brunette manages to be charming in all-white. Certain blue shades will also suit her if eyes be blue.

All-white is more popular this season for the really young than it has been for some time. Black tulle is a great favourite for "Sweet Seventeen," who is confronted by the border-land—not really "out"—problem, but she is ever much to the fore at parties! The quaint, long, full-flounced frocks in tulle are extremely effective, especially for black or white.

Victorian shades are particularly pleasing this year, and certainly the younger generation can "carry" those somewhat crude turquoise blues and pinks, not forgetting that "apple-green" which is rather apt to set one's teeth on edge. I have seen very young girls look delightful in this vivid shade of green, which somehow suits extreme youth far better than the softer bottle-green tone. Of course, their complexions must be beyond reproach, for apple-green taffeta demands the clearest and fairest of skins.

Dark children and girls in their "teens" often look lovely in that new deep shade of red-pink, best termed begonia. The red tone is sufficiently softened to be very becoming to most girls.

Young children also wear yellow, even tangerine tones, wonderfully well.

If asked what they would like best for a party, I am certain nearly all school girls will reply they would love black velvet; whether it is the proud feeling of wearing "grown-up" clothes I do not know, but the young girl craves for velvet, and black in preference.

Possibly she has connected velvet with beautiful portraits of the past, and also is influenced by current fashions. The school-girl of to-day at least studies the many lovely photographs and pictures that all show many delightful models in velvet.

It is not a fabric for "Sweet Seventeen," though the child of 6 or 7 can wear velvet to the greatest advantage.

Pink panne is an admirable choice for a girl from 16 onwards. It is in a way a colour and a fabric less ageing than the thicker velvets. Many brides have chosen panne in the "rose-blush" shade.

CHAT ON CHEESE

National Dishes at Home and Abroad

Most nations have indigenous dishes made with cooked cheese; Britain has the Welsh rarebit; the Italians use Parmesan a great deal; French people make a few delicious cheese tarts; and, of course, there is the famous "fondue," dear to the inhabitants of the Jura and of Switzerland, and of which Brillat Savarin, in his "Physiologie du Gout," gives a recipe which is at least strange. But we cannot reasonably expect from this delightful writer and philosopher too much culinary knowledge; his "fonduo" is simply scrambled eggs with cheese.

The "fondue," of course, is like the "bouillabaisse"; everybody has for it a different recipe, and everybody believes his to be the only right one. This is a very pleasant one collected from authentic sources.

Fondue

The necessary ingredients are eggs, gruyere, and butter, though some people improve on it by adding slices of truffles sautées in butter, or gravy from roast fowl. The important thing is that the proportions are right: To the weight of the eggs, whatever it is, you must add a third of that weight of grated gruyere and a sixth of fresh butter. First whip the whites, add one by one the yolks, then the butter in small pieces, and last the grated cheese.

Put this in a saucepan, add salt and a great deal of freshly ground pepper; cook, stirring well all the time till the mixture is properly thickened. It should be smooth, thick like good cream, and served at once very hot.

But this recipe, people from another part of the mountains say, is quite wrong. The real "fondue" is quite a different affair altogether, and this is how it should be done:

Another Method

Put in an earthenware saucepan a tiny piece of garlic, a glass of dry white wine, and a little less than half a pound of Gruyere cut in small thin pieces. Stir all the time while it melts, add a drop of Kirschwasser, salt and pepper, and serve on toast. It should be eaten at once, otherwise it will deteriorate. The quantities mentioned above will do quite well for four people.

In the Jura they leave it on a spirit lamp, and everybody dips their pieces of toast, with a fork, in the "fondue," which is there a national and "communal" dish. And should anyone drop his piece of toast in it he has to stand the company a bottle of white wine, which is delicious with it.

FLOWERED FROCKS

Charming for the Girls

Flowered frocks are charming for the girls, and I only wish (writes Mrs. C. M. Forester in the London Daily Telegraph) that the floral range would be assigned to them for all time! We have grown weary of these ultra-youthful designs and medley of flower gardens worn by women on the wrong side of 50. Anyhow they have been seen in fashion too long and worn too often by the middle-aged community. In small designs and special dark shades they may be quite good for the older woman, but they require skilful handling.

Nothing can be more attractive than a schoolgirl's model in some large rose-covered design, full of vivid colours, and cut with a creamy net or plain self colour. A flounced or flared skirt may, perhaps, have a separate sleeveless (or sleeved) bolero. For the real dancing dress tulle or net is more fashionable and exclusive. It is for the various lesser entertainments that I can well advise the floral ensemble.

Flowered satin or taffeta on dark grounds, with gay patterns, are admirably worn by young children, and such a selection can be equally successful for an informal party or after for the school dancing-class. Organdi and voiles are also effective and inexpensive for the children and schoolgirls. Organdi has a delicious old-world sound, and lends itself so well to quaint gaugings and flouncings so suited to extreme youth, the age of innocence.

For smart and practical wear the day-time ensemble in one of the new soft makes of tweed is one of the most sure successes for the school girl. If a small pattern on a neutral ground be chosen carefully, the tweed coat and skirt, with the top of a soft jersey or stockinette in a becoming colour, will be a prime favourite for holiday time in country or town. The girl's wardrobe in day time for visits differs but little from that of her real grown-up sister.

A Queen's Jewels

The beautiful Ex-Queen Sourya, deposed sovereign of the rebel-swept country of Afghanistan, wearing the gorgeous crown jewels which, it is said, she must give up all hope of ever wearing again if she persists in her intention of embracing Roman Catholicism. She has taken steps toward relinquishing her Mohammedan faith in favour of Roman Catholicism.

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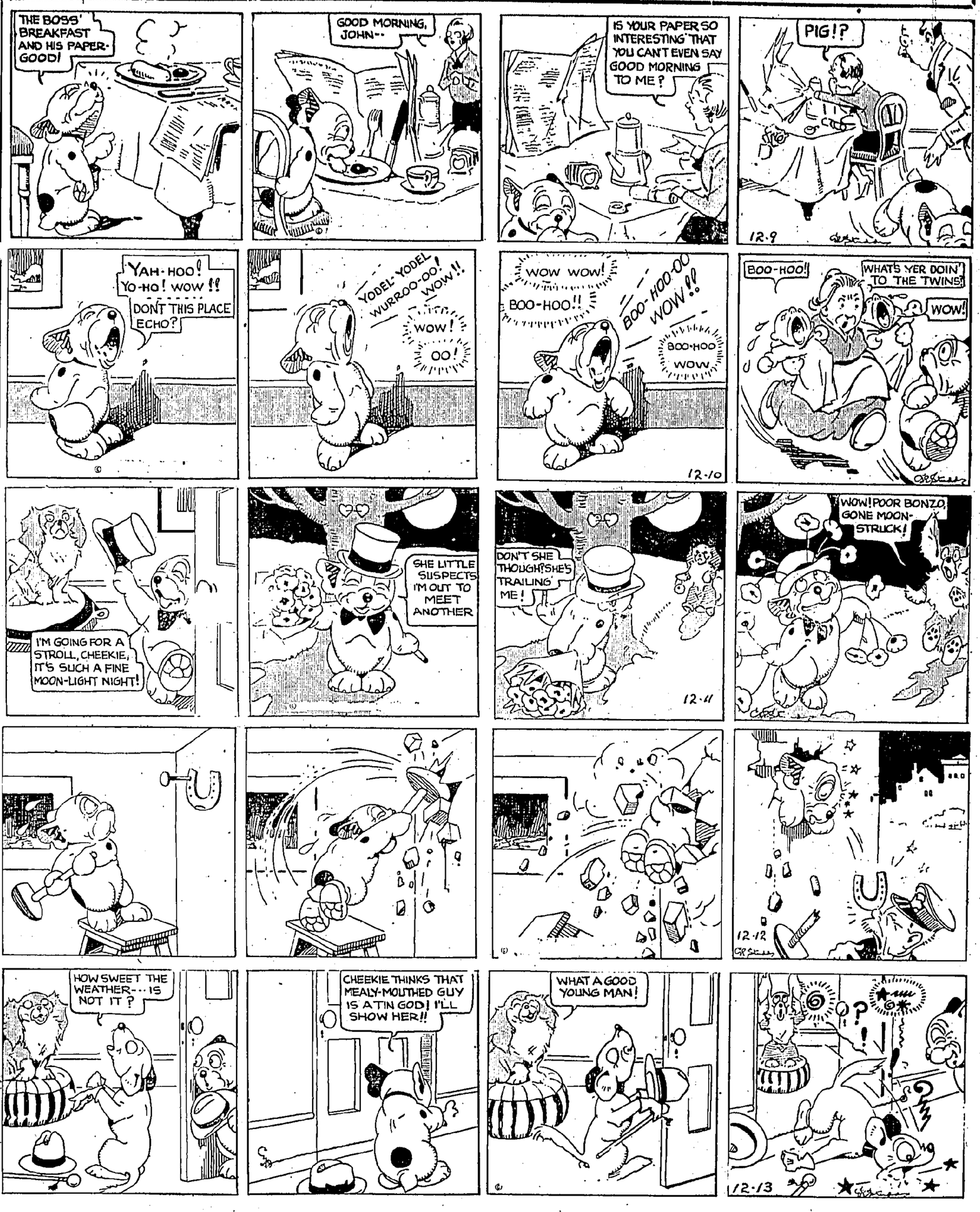
BONZO — — — — By George Studdy



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ROUND THE GLOBE IN PICTURES

Indo-China Flight

Joseph Lebrix, the famous French flyer who, with Rossi, recently left Bourget for Benghasi on the first lap of their proposed flight to Saigon.

Historic Event in Rome

Cardinal Gasparri, (lower left) on the steps of the quirinal as he represented the Pope in returning the visit of the King and Queen of Italy. Cardinal Gasparri, Papal Secretary of State, was among the Vatican notables who welcomed the Royal couple on the recent visit. The visit was the first one in sixty years that an Italian ruler had made to the Vatican.

Fly Channel in a Rocket

Max Valier, young Australian inventor and former airman, who is planning to shoot himself across the English Channel in a rocket. If successful, he will at once begin plans for a similar projection of himself two hundred miles above the earth's surface.

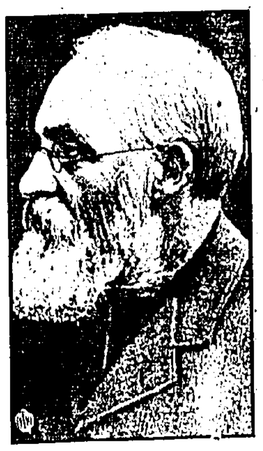
Boomed for Governor

U.S. Secretary of Labour James J. Davis, who is expected to make formal announcement of his candidacy for the Governorship of Pennsylvania.

Japan's Delegates to Naval Conference

Chief Justice William Howard Taft, in the centre, with the Japanese delegates to the Naval Conference now being held in London. Left to right are H. Saito, Admiral Takarabe, head of the delegation; Chief Justice Taft, R. Wakatsuki, and the Japanese Ambassador to the United States, Katsuji Debuchi.

$5,000,000 Suit

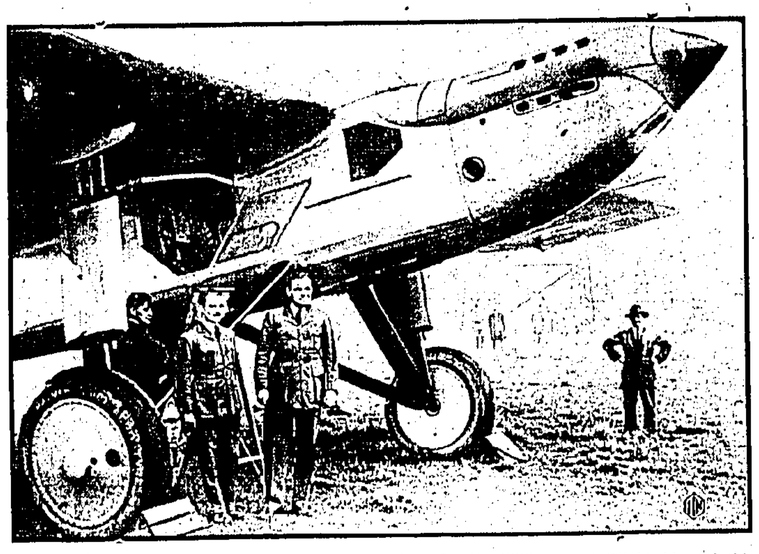


Charles F. Ruggles, eccentric millionaire bachelor, smiles during the Court proceedings in which his counsel is attempting to defeat a $5,000,000 damage suit brought by John H. Rademaker, his former business associate, one time office boy and private secretary. Ruggles, who is eighty-three years old, jocosely refers to "John's kindness in keeping me out of bankruptcy."

Satisfied with $450,000

Bertha Cleavenger, was awarded $450,000 in her breach of promise suit against John H. Castle, the millionaire real estate operator. The jury's award is considered the largest in the legal history of U.S.A. The highest previous verdict was $225,000. This was later cut down to $125,000. Mrs. Cleavenger declared: "I was certainly satisfied with the verdict."

British Airmen's Fate



Using a huge Royal Air Force monoplane, Squadron Leader Williams and Flight Lieut. Jenkins hopped off from Cranwell Airdrome, Lincolnshire, starting on a non-stop flight to Capetown, South Africa, a distance of 6,000 miles. Photo shows left to right, Flight Lt. Jenkins and Squadron Leader Williams in front of their huge monoplane. Disaster overtook them the same evening when the 'plane crashed 20 miles to the south of Tunis, both Jenkins and Williams being killed.

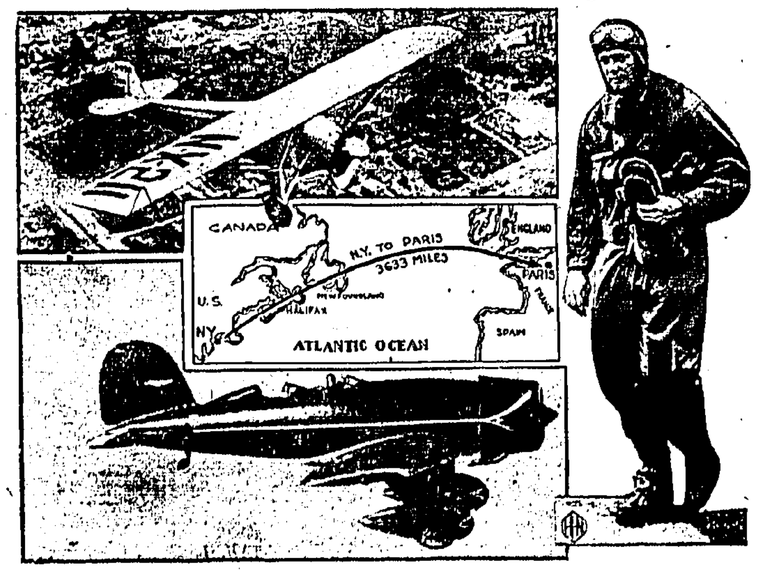
Defeated Candidate

An exclusive photograph of Senor Jose Vasconcelos, who was defeated in the Mexican presidential election by Pasqual Ortiz Rubio. Vasconcelos said that he had been "chented" out of the election and that the Mexican people had been "chented." Vasconcelos said that he had been offered troops and the means of starting a revolution but for the sake of peace he had refused.

Aga Khan's Bride

Mademoiselle Carron, now the bride of Aga Khan, millionaire Mohammedan, pictured in her wedding dress. The photograph was made when Aga Khan married this girl, who is of humble origin. They were wed first at Aix-les-Bains and then in a Moslem church in Paris.

Lindy May Make Another Flight



It is reported that Colonel Charles A. Lindbergh will in the near future thrill the world, repeating his feat of another trans-Atlantic flight. Above diagram shows the trail blazed by "The Lone Eagle" in May, 1927, when he started from Roosevelt Field, L. I., alone across the Atlantic in a flight which ended in Paris. The upper picture shows the Spirit of St. Louis which the intrepid 25-year-old aviator piloted across the Atlantic on his 3,633 mile flight. (Lower). The new Lockhead Vega aeroplane built for Colonel Lindbergh at Los Angeles. This 'plane will be used by Colonel Lindbergh in the event that he makes another trans-Atlantic flight.

Once in Manila

Lieut.-Colonel Julian E. Yates, whose nomination as chief of chaplains of the U.S. Army with the rank of colonel, was sent to President Hoover. If he is named he will succeed Col. Edmund P. Easterbrook. Col. Yates was born in 1871. His army service began in 1902 when he was appointed a chaplain with the rank of captain. He saw service in the Philippine Islands for two years after entering the army.

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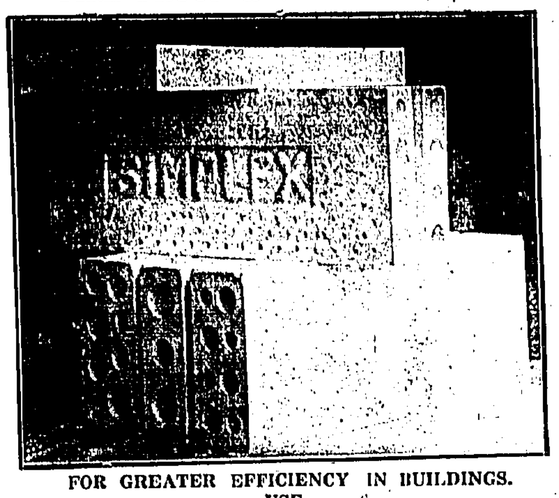

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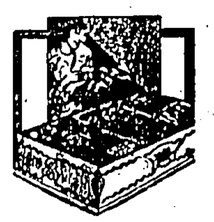

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LOCAL FOOTBALL

(Continued from Page 4.)

Club:—Stirling; Sloan. Potouloff; Walsh, Puncheon, Hooper; Stoker, Smith, Railton, Hynes, Thompson.

Chinese Open Scoring

Electing to take advantage of the breeze, the Chinese immediately broke away to attack the Club goal, Stirling being called upon to save in the first minute.

The Chinese kept up their pressure and opened the scoring through Lai Kwok-chiu, who shot from the wing for Stirling to fumble the ball and had the misfortune to let it roll in to the net.

The Club were still kept on the defensive and the Chinese increased their lead when a corner kick, taken by Lee Fong, completely deceived Stirling, and, helped by the wind, curled into the net.

The Chinese continued their pressure and from a brilliant run through by Lo Chai-wan and Lee Hung-chung, the former beat Stirling with a low shot. The Club continued their defensive play and had to concede a number of corners, but all were cleared.

A period of mid-field play followed during which the Club forwards made vigorous efforts to break through, but their passing was inaccurate, enabling the opposing backs to clear with ease.

Half-time:—
Chinese "A" ..... 3.
Club 0

Some Missed Chances

Resuming, the Chinese, in spite of the breeze being against them, continued to have the better of the play, and Stirling saved several hot shots in quick succession.

The Club made another effort to score and sent Thompson away, but his shot hit the wrong side of the net. Lee Hung-chung missed a fine chance of increasing his side's score a few minutes later when, from Chow Yim-chung's pass, he shot weakly into Stirling's hands.

Play was now more even, with the Club tackling better and Stirling prominent with a number of good saves, but several attacks were made by the Chinese forwards, during which Lee Fong put in some good efforts which missed by inches.

During the closing stages the Club made another attempt to break through, but they were well held and the final whistle blew to end a goalless second half.

Result:—
Chinese "A" 3
Club 0

K.O.S.B's. v. SOUTH CHINA "B".

This game was played at Sookumpoo. South China were two players short and were no match for the league leaders, who over-ran their opponents, scoring nine without reply. Gnr. Bateman lined up the following teams:—

K.O.S.B.: Westland; Charlton, Bird; Barham, Spence, McKnight; Geggie, Crawley, Toal, Stevens, Mason.

S. China "B.": Chau Ki-chung; Cheung Wing-shing, Yuen King-hoi; Yu Kau-ping, Kwok Hon-wah, Au Man-yin, Yau Ting-wing, Wong Kai, Chan Aui-sang.

Toal's Brilliant Scoring

South China kicked off and made tracks for Westland, who gave away a fruitless corner. The Scots took the game in hand and first Toal and then Stevens just missed.

After Crawley had put in some good play from his pass, Toal opened the scoring. The K.O.S.B.'s continued to have all the play and Toal added a second during a scramble in the goal area.

Crawley now put in some good shots but he was very unlucky, as they were usually charged down. From one of his strong drives, which the goalkeeper failed to hold, Toal added a third from close in. Just before the interval Toal brought the total to four after some good play by Stevens.

Half-time:—
K.O.S.B. 4
S. China "B." 0

The Scots Aggressive

On resuming, the Scots were again aggressive and in the first minute Stevens headed through from Geggie's centre. The K.O.S.B.'s were now doing as they like with the opposition and after some nice passing, in which all of the forwards took part, Mason scored a sixth with a strong drive.

From the kick off Geggie got going on the right and from his centre Toal headed the seventh, making his own total five.

In the next minute Barham scored the best goal of the game with a good drive from 35 yards out. Before the end Stevens added a ninth and the K.O.S.B.'s ran out easy winner but no blame for the huge score could be made against Chau Ki-chung, as he played a great game and some of his saves were of high order.

Result:—
K.O.S.B. 9
South China "B." 0

KOWLOON v. R.A.

This game was not played off owing to the non-arrival of several of the Gunners' team.

SOUTHERN v. EASTERN CHINA

The re-play of the Inter-Sectional Football Championship between Southern China and Eastern China will take place on Monday, February 3, 1930, at Caroline Hill Ground, kick off at 3.30 p.m. sharp.

REFEREES' ASSOCIATION

The monthly meeting of the Referees' Association will be held in the Council Office, of the H.K.F.A. 4th floor, French Bank Building, Queen's Road Central, on Thursday, February 6, at 5.30 p.m. sharp.

All referees, players and others interested are cordially invited to attend.

MARATHON RACE

The third annual Marathon race of the Colony, held under the auspices of the St. Peter's Church Young Men's Club, will take place on February 15.

The Committee, benefiting by the experience of previous years, have made conditions such that the success of this year's event is expected to exceed even that of last year.

Since its inception this race has been very successful and is to be regarded as one of the principal athletic events of the year.

CROSSING SIGNAL

A new form of crossing signal has been designed in Los Angeles, which allows pedestrians to cross streets while acting as their own traffic officers. A push-button works the signal that stops traffic for 15 seconds, after which it automatically reverts to the "clear" position for 25 seconds.

Rene Lacoste, former member of the French Davis Cup team and one of the greatest net men in the world, is returning from the court game to the more serious matters of life. First he must complete his term of conscriptional service in the French army. After that he will most likely enter the business world. He will always be interested in the game, eschewing only the rigors of international match play.

INTERPORT GOLF

(Continued from Page 1.)

situation looked gloomier still, but from here on the Hong Kong pair recovered to such an extent that at the 27th they were actually only two down, and apparently going strong. Dodwell had hooked his drive into the rough at the 24th, but Wrigley got him out with a wonderful shot.

Later, however, two poor shots at the 28th and 29th spelt danger for the Hong Kong pair, and in spite of a dogged recovery on their part they had to admit defeat by 3 and one.

Hong Kong Successes

Shewan and Marton in the afternoon stuck to their lead and were four up at the 24th, which advantage they retained, winning the match by 7 and 6. Interest was principally centred upon the second match by this time, in view of the fine struggle put up by the home players, but shortly afterwards Lawrence and Andrewes pulled off their game by 4 and 3, leaving Hong Kong winners on the day's play.

Ideal Weather

The attractiveness of the match was greatly aided by the really ideal weather. There was no trace of wind or rain, and at one period in the afternoon the conditions were really summerlike. The standard of play was quite up to what is expected in these games, and it appeared to one who is not familiar with conditions on the Fanling course that the greens were quite fast, and a little tricky to play. Possibly the putting generally suffered in consequence, although there was a good deal of generosity in the matter of concessions, which made a card-and-pencil reckoning unnecessary.

The singles to-day should be doubly interesting now that the visitors have had some practice over the course, and it is quite on the cards that they will reverse yesterday's result.

One thing is certain—that the whole Interport bids fair to be a great success, and a most delightful sporting function.

Starting Times for To-day

The Royal Hong Kong Golf Club notify the following starting times at Fanling:—

9.04 a.m.	J. B. Lanyon and C. B. Riggs.
9.20 to	9.48 a.m. Reserved for Interport, Shanghai v. Hong Kong.
9.52	„	R. K. Valentine and L. G. S. Dodwell.
9.56	„	W. J. Clerk and R. P. Moodie.
10.00	„	R. A. Green and M. G. Mills.
10.04	„	J. W. Alabaster and J. R. Collins.
10.08	„	J. Macknight and H. Hampton.
10.12	„	J. D. Thompson and W. S. Hillier.
10.16	„	W. Wright and W. N. Fleming.
10.20	„	J. P. Sherry and A. B. Purves.
10.24	„	A. Sommerfelt and C. B. Brown.
10.28	„	C. Thwaites and D. Smith.
10.32	„	D. H. Passmore and A. B. Raworth.
10.36	„	C. W. Jeffries and N. K. Littlejohn.
10.40	„	J. Forbes and F. Austin.
10.44	„	W. A. Butterfield and W. A. Cornell.
10.48	„	T. G. Bennett and G. Miskin.
10.52	„	H. G. Eales and J. Thayer.
10.56	„	W. D. Harris and F. M. Ellis.
11.00	„	E. P. Streatfield and M. B. Mathews.
11.04	„	R. K. Hepburn and H. Spicer.
11.08	„	E. Lewis and A. T. Lay.
11.12	„	E. des Voeux and F. A. Redmond.
11.16	„	W. L. Alexander and G. H. Horridge.
11.20	„	A. E. Lissaman and H. U. Ireland.
11.24	„	C. Mycock and I. H. Geare.
11.28	„	C. W. Jeffries and N. K. Littlejohn.
11.32	„	T. S. Whyte-Smith and A. O. Brawn.
11.36	„	O. Eager and A. D. Humphreys.
11.40	„	A. Webster and J. S. Dykes.
11.44	„	J. S. Drummond and E. M. Bryden.
11.48	„	E. Kern and B. J. Lacon.
11.52	„	W. J. S. Key and S. T. Butlin.
11.56	„	D. S. Edward and G. B. S. Thompson.
12 noon		W. A. Stewart and W. G. Lorimer.
12.04 p.m.		S. S. Perry and D. Ellis.
12.08	„	L. Yates and G. E. Ellams.
12.12	„	D. M. Goodall and A. R. Cox.
12.16	„	Capt. Grant and A. Piercy.
12.20	„	A. H. Penn and F. Syme Thomson.
12.24	„	A. Leach and D. M. Beavis.
12.28	„	J. M. Walker and D. J. Gilmore.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 24, Wyndham Street, or 'Phone C. 4641.

DOLLAR STEAMSHIP LINE
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AMERICAN MAIL LINE

S.S. "PRESIDENT JEFFERSON"
WILL SAIL FOR
VICTORIA AND SEATTLE
via Shanghai and Japan at
10 A.M.
TUESDAY, FEBRUARY 4th
Instead of 1 a.m. as previously advertised.

STANDARD TIMES

Sunrise And Sunset In Colony

Sunrise and Sunset in Hong Kong for February (Standard time of the 120th Meridian, East of Greenwich), are as follow:—

February	Sunrise a.m.	Sunset p.m.
1	7.03	6.12
2	7.03	6.12
3	7.02	6.13
4	7.02	6.13
5	7.01	6.14
6	7.01	6.14
7	7.00	6.15
8	6.59	6.16
9	6.59	6.16
10	6.58	6.17
11	6.58	6.18
12	6.57	6.19
13	6.57	6.19
14	6.56	6.20
15	6.56	6.20
16	6.55	6.21
17	6.55	6.21
18	6.54	6.21
19	6.53	6.22
20	6.52	6.22
21	6.51	6.23
22	6.50	6.23
23	6.50	6.24
24	6.49	6.24
25	6.49	6.25
26	6.48	6.25
27	6.47	6.26
28	6.46	6.26

PASSENGER LISTS

ARRIVALS

The following passengers arrived by s.s. President Grant from Shanghai yesterday:—

H. Bassarmal, Emile Gensberger, R. Goldsmith, Mr. and Mrs. D. C. Jackson, David Judah, Mr. and Mrs. H. Odell, Mrs. C. A. Verleysen, Master Morris Verleysen, Master Robert Verleysen.

DEPARTURES

P. & O. s.s. Mantua for Singapore, Marseilles, Gibraltar, Plymouth and London yesterday:—

F. J. Abbot, W. R. Agus, Mrs. G. T. Anderson and infant, A. Alli, Rev. and Mrs. C. I. Blanchett, J. C. Brown, Capt. and Mrs. J. M. Byrne and two children, A. E. Baedeker, Mrs. D. M. Bradley and infant, A. T. Braley, H.E. Sir Cecil Clementi, K.C.M.G., Lady Clementi, Miss A. Clementi, Capt. and Mrs. A. Cave, Group Capt. Cave Brown Cave, R.A.F., J. Cave, Mrs. E. B. Charig, Miss A. M. Culliman, Mrs. K. M. Corvan, P. J. Condon, R. T. S. Durston, Mr. and Mrs. H. W. Fraser, Mr. and Mrs. E. J. Field and family, Mr. and Mrs. F. R. Fuggle and son, Miss J. H. Ferris, J. C. Fletcher, Major and Mrs. H. T. Guest, Mrs. C. D. Goldman, E. D. Groves, Miss George, R. A. Hall, Col. G. H. R. Halland, K. Hockey, Mr. and Mrs. F. Hoaro and son, Mrs. S. K. Horn, C. H. James, Sir James Jamieson, K.C.M.G., B. H. Jones, E. Kaufmann, H. L. Lockhart, Mrs. F. H. Lowe, Miss H. Lowe, Capt. and Mrs. W. J. Larter and two infants, Mrs. E. M. Lornie, Mr. and Mrs. L. J. Morley and sons, A. McNay, R. E. Magnusson, H. Major, G. R. Moore, Mr. and Mrs. F. C. Neville and child, Mr. and Mrs. W. Old and infant, Miss J. G. Old, Mrs. M. C. Potts, Miss de P. Poyssard, T. W. Sturton, Mr. and Mrs. S. Shamrock and infant, Mr. and Mrs. R. M. Saker, E. Schwenzer, C. D. Stewart, H. Stringer, W. N. A. Smalley, Capt. F. G. Sillitoe, R.M., Miss M. I. Thomas, H. Thorpe, Mrs. R. K. Valentine, Miss J. L. Vincent, Rev. and Mrs. H. A. Whittenbach, Mrs. G. A. F. Weymss and three children, Miss Wright, Mr. and Mrs. N. Watson, Miss M. A. Wilson, W. J. Waddington, L. Walton, A. D. Wyllie.

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1726
The Eyrie	1725
Peak Hotel	1305
Taitoo Sanatorium	1000
Mt. Davis	877
Bowen Road. (Aiterbeds)	297
Mainland	**Feet.**
Taimoshan	3124
Kowloon Peak	1971

HOUSEHOLD COAL

SELECTED GRADE LUMP COAL

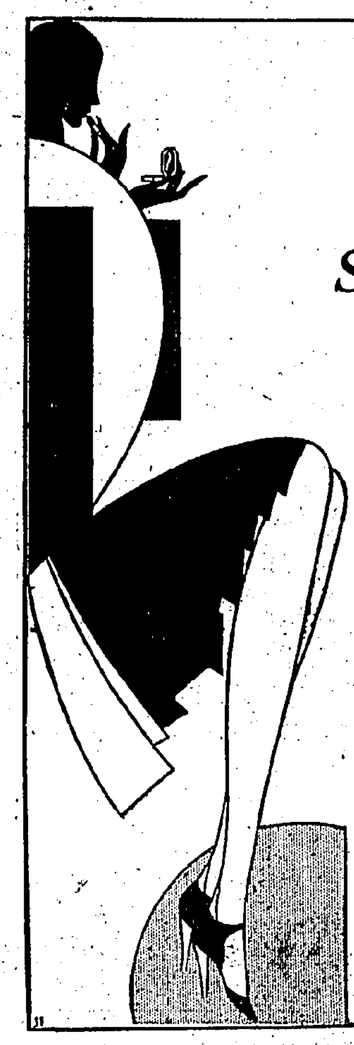
Upper Levels	$21.00 per ton
Mid-Level	20.00 per ton
Central District	19.00 per ton
Kowloon	21.00 per ton

BEST HOUSEHOLD NUTS.
(For Kitchen Use).

Upper Levels	$19.50 per ton
Mid-Level	18.50 per ton
Central District	17.50 per ton
Kowloon	19.50 per ton

TERMS: Cash with order. MINIMUM QUANTITY: One ton.

ARNHOLD & CO., LTD.,
French Bank Building. Des Voeux Road Central.

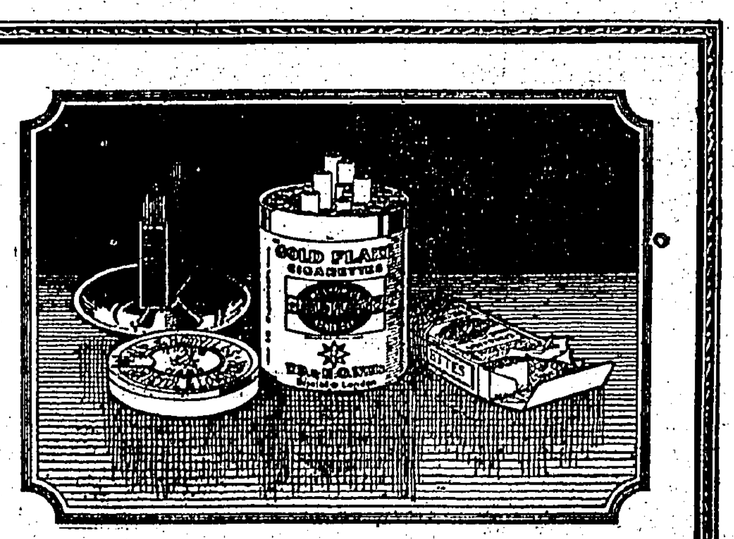


KAYSER
SLIPPER HEEL
HOSIERY

WHEN you crave hosiery service wear Kayser "Slipper Heel" Number 102X. This is the hose that has that rare combination of beauty and service. Real, honest-to-goodness service . . . walking miles . . . golfing . . . wearing beautifully under the most unkind strains. Always looking well . . . flattering the ankle by the slenderizing "Slipper Heel" lines . . . complementing any costume with its rich texture.

Kayser

"Trade Mark Reg.



Skill and care have produced in Gold Flake cigarettes a cool smoking tobacco with a pleasing aroma.

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CIGARETTES
W.D. & H.O. WILLS, BRISTOL & LONDON

AMUSEMENTS OF HONGKONG

AT THE

QUEEN'S

TO-DAY TO WEDNESDAY

At 2.30, 5.10, 7.15 & 9.20.

NORMA SHEARER

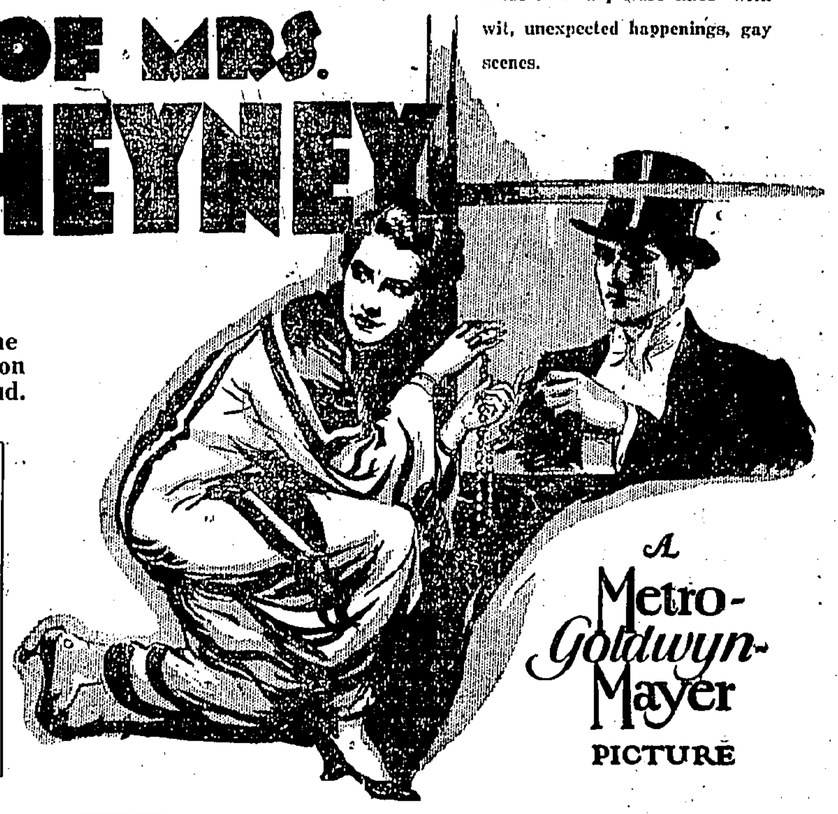
HER ALL-TALKING TRIUMPH!

THE LAST OF MRS. CHEYNEY

MEN adored her — women envied her.

Through London's gilded society she swept, leaving a trail of broken hearts—and stolen jewels. Never has charming Norma Shearer had a role like this! The sparkling stage hit has been made into a picture filled with wit, unexpected happenings, gay scenes.

with
Basil Rathbone
Herbert Bunston
George Barraud.



HEARST METROTONE NEWS

Shows changing of Guards at Buckingham Palace. Jac Auer teaching how to retain girlish figure. Opening of International Air Route between N.Y. and Montreal.

A Metro-Goldwyn-Mayer PICTURE

BOOK SENSATION

"The Bridge of San Luis Rey"

MADE INTO GREAT PHOTOPLAY

Bringing to the screen some of the strangest expedients, dramatic methods and new forms of story telling ever seen in picture, "The Bridge of San Luis Rey," Metro-Goldwyn-Mayer's much-heralded filmisation, with dialogue and talking sequences, of Thornton Wilder's great novel, comes to the Queen's Theatre on Thursday.

Perhaps no picture in history has had the problems that occurred in the filming of this sensational literary work, and never before has a novel been so closely translated to the screen. Not only in the matter of plot was this achieved, but by means of special lighting effects and impressionistic settings, the actual psychology of the author, as echoed in the book, was obtained.

"We tried to film states of mind along with our characters," explains Charles Brabin, the director.

Drama there is in plenty—the strange love of the old Uncle Pio for the plotting, vicious, beautiful Camile, the unrequited love of the letter writer, Manuel, and of the convent girl, Pepita, and the strange moral disintegration, under the lash of misery, of the old Marquesa. These elements are told in effects and suggestions rather than direct narration, and the effect on audiences is gripping and enthralling. There is also the spectacle of the great cathedral and its majestic services, the supreme thrill when the bridge, stretched two hundred feet across a gorge in the Andes, breaks and plunges five to their death. Through it all runs the delicate love romance of the convent girl and her lover, who doesn't dream that he had her love.

Impressionistic settings and special lightings suggest the woodcut effect and exert a dramatic influence over the entire production. Cedric Gibbons, the studio art supervisor, who worked with Charles Brabin, the director, on these details, made a special study of Peruvian architecture and the history and psychology of that nation, and worked out subtle details that have a potent but indefinable influence in creating impressions. The audience literally lives among the characters in the drama.

The characters, incidentally, make up a cast list that, perhaps, sets a record for famous names in a single picture. Each player was chosen actually to fit every role as described by Wilder.

The fiery, intriguing, beautiful Camile is portrayed by Lily Damita, Europe's dancing sensation, who first scored in "The Rescue," and her faithful old Uncle Pio is enacted by Ernest Torrence.

A SUPER FILM

Douglas Fairbanks in "The Iron Mask"

TO-DAY AT WORLD

In his newest United Artists Picture, "The Iron Mask, which is showing at the World Theatre to-day, Douglas Fairbanks embodies the romantic spirit of adventure and valour. Once more he is D'Artagnan, the dashing hero of Alexander Dumas' stories of seventeenth century France, as he was six years ago in his first picturization of the adventures of the four faithful friends, "The Three Musketeers." Again he rides with Athos, Porthos and Aramis through years of intrigue, war and love.

The first part of the picture takes place during the reign of Louis XIII, when the four musketeers wield their swords in defence of their king and his infant son.

The time of the second part is twenty years later during the early period of the regime of the young Louis XIV. D'Artagnan and his companions are as valiant and loyal in their guardianship of the new king as they were of his father. D'Artagnan solves the mystery of the man in the iron mask, outwits the cardinal and his conspirators, restores the rightful Louis to his throne, and goes to his grave with the baton of the Marshal of France upon his breast.

Lovers of the Dumas novels will find that the players in this picturization of the stories admirably fit the brilliant Frenchman's descriptions of his characters. Athos, Porthos and Aramis are played by Leon Bary, Stanley J. Sandford and Gino Corrado, ideal types for the swashbuckling young musketeers. Nigel de Bruller is the crafty, conspiring cardinal, and Lon Poff plays his fellow churchman Father Joseph. Ulrich Haupt is cast as the villainous de Rochefort, and the two Louis, father and son, are portrayed by Rolfe Sedan and William Bakewell. Charles Stevens is Planchet, the faithful servant of D'Artagnan, and Henry Otto is Master of Wardrobe.

Marguerite de la Motte is once more Constance, to whom D'Artagnan gives the only love of his life, as she was in "The Three Musketeers." The treacherous Milady de Winter is played by Dorothy River, and Vera Lewis is Madame Peronne, the midwife. Belle Bennett plays Anne of Austria queen mother of the young Louis XIV.

In this final story of D'Artagnan, Mr. Fairbanks has made his most stupendous production. Months of preparation were spent in perfecting the historical accuracy of every minute detail. The sets for "The Iron Mask," erected in the United Artists Studio, were the largest ever built for a picture, and thousands of extras were employed.

DOLORES COSTELLO IN UNDERWORLD FILM

Warner Bros'. melodrama of the underworld, "Tenderloin," starring Dolores Costello with Conrad Nagel as leading man, is the attraction at the Star Theatre for Tuesday and Wednesday.

"Tenderloin" is good old-fashioned melodrama, brought up to the minute. It has thrills galore, and real thrills. It has glamour, too, and suspense and love interest and is all in all a photoplay extremely well worth seeing.

Miss Costello plays the part of Rose Shannon, dancer in a Bowery cafe, and the story hinges on the fact that Rose loves Chuck White, a swaggering young gangster, who is a confederate of the band of thieves who frequent the place. Rose inadvertently comes in possession of stolen goods, and is then put through the "third degree" in an effort to make her tell what she knows. Chuck, who has in a way spurned Rose's love for him, now determines to free her and for her sake to give up the old life. This he does, after a series of hair-raising adventures.

CROOK THRILLER

"The Terror," For The Star

"The Terror," due at the Star for the Thursday to Saturday run is claimed to be the creepiest and at the same time the most absorbingly amusing picture of its kind ever filmed.

It is based on Edgar Wallace's celebrated stage thriller which held London spell bound for more than three years. It is the composite of all thrill plays rolled into one. With the uncanniness of Poe it has the scordonic humour of Swift. Harvey Gates in the screen adaptation has not only kept all the original eeriness but has added to it immeasurably.

Royal Ruth wins new laurels for his masterly direction. The ancient and dilapidated British manor house built under his direction and possessing the atmosphere of centuries of use and disuse, furnishes locale. Here is the ghostly and fiendish torture den of "The Terror" itself; the cobwebbed organ that weird fingers touch; the wind-swept galleries, blown funeral curtains, the rain-beaten roofs; the swelling wall-eyed toad; the ouija-board the vast firelit room where the panic stricken "guests" of Dr. Redmayne hold spiritualistic seances; the secret passages—in short, everything that can augment the melodrama and enhance the acting of the stars.

The cast is headed by May McAvoy, Louise Fazenda and Edward Everett Horton, with Alec B. Francis, Holmes Herbert, Mathew Betz, John Miljan, Otto Hoffman, Joseph W. Girard and Frank Austin, Alec B. Francis.

MOVIELAND

The Week's Films At A Glance

QUEEN'S THEATRE

(At 2.30, 5.10, 7.15 and 9.20)

To-day to Wednesday:—The 100 per cent. Talkie, "The Last of Mrs. Cheyney" with Norma Shearer from the sparkling stage hit.

Thursday to Saturday:—"The Bridge of San Luis Rey" from the Pulitzer Prize Novel by Thornton Wilder. A part talking production with fiery Lily Damita in her greatest role.

STAR THEATRE

Special Matinee on Saturday and Sunday at 2.30 p.m.

(At 5.30 and 9.20)

To-day and to-morrow:—Tom Mix with Tony, the Wonder Horse in "Painted Post" Powder Puffs Win Against Six Shooters in a Battle of Love with Natalie Kingston.

Tuesday and Wednesday:—"Tenderloin" Conrad Nagel and Dolores Costello in a mile-a-minute melodrama of New York Night Life!

Thursday to Saturday:—May McAvoy, Louise Fazenda and Edward Everett Horton in "The Terror" from Edgar Wallace's creepiest story of the same name.

WORLD THEATRE

At 2.30 and 7.15 Interpreter
At 5.15 and 9.20 Orchestra

To-day to Wednesday:—Douglas Fairbank's super thriller, "The Iron Mask." The further adventures of "The Three Musketeers."

Thursday to Saturday at 5.15 and 9.20 only:—"Casanova, The Prince of Adventurers," the exceptionally colourful story of a great lover. With Ivan Mosjukine, the star of "Michael Strogoff" and a huge supporting cast. A Continental production. At the 2.30 and 7.15 Performances the Chinese picture, "The Adopted Son's Victory".

NORMA SHEARER

Wins New Screen Laurels

Norma Shearer in "The Last of Mrs. Cheyney," her latest starring production for Metro-Goldwyn-Mayer, now playing at the Queen's Theatre, brings to the screen in superb fashion, one of the most surprising and entertaining heroines of present-day drama.

The plot deals with an aristocratic, sophisticated and thoroughly charming lady crook, who hoodwinks the elite of British society into accepting her as one of their own number, solely that she may make them her victims. She works in connection with a gang, the head of which is her suave butler, a part most ably played by George Barraud.

While a house guest at the home of one of the nobility her underworld connections and activities are accidentally discovered by Lord Dilling, who has already lost his heart to her. Shocked, but still enamoured, he uses his information to force his attention upon her.

Then comes the surprising denouement of the play in which Mrs. Cheyney proves that pride and honour sometimes rank very high as attributes of lady crooks. The tables are turned and Mrs. Cheyney still comes off the victor of the situation. How she does it and how Lord Dilling, still very much her admirer, wins her heart and does away with Mrs. Cheyney by making her Lady Dilling, is romantic and spicely entertaining enough to please the most exacting.

Basil Rathbone, recruited from the stage, where he is recognised as one of the leading popular matinee idols of the day, plays the difficult role of Lord Dilling.

Rathbone's screen personality is a pleasing one, his performance finished in every respect.

Sidney Franklin, who directed this screen adaptation of the famous Frederick Lonsdale play, comes to the fore as a capable screen interpreter of sophisticated drama.

As a legitimate production "Mrs. Cheyney" enjoyed long runs in both London and New York and it has been produced in all the British-speaking countries on the globe. In the New York production, the role enacted by Miss Shearer was made famous by Ina Claire. Other leading actresses have essayed it, but never has it been more ably presented than by the fascinating Norma Shearer, for whose intriguing personality it seems to have been especially written.

The cast has been most carefully chosen and presents leading names of both stage and screen, and every part, regardless as to brevity, stands out with remarkable clarity and does high credit to each performer.

For those who like smart comedy built around a most interesting plot, "The Last of Mrs. Cheyney" offers the acme in entertainment.

"CASANOVA"

The Prince of Adventurers

Ivan Mosjukine, who will be remembered for his excellent acting in "Michael Strogoff," is the leading player in "Casanova, The Prince of Adventurers" which will be shown from Thursday to Saturday at the World Theatre. The story, founded upon the life of one of the greatest lovers of all ages, is one of the most colourful romances ever adapted to the screen. From a wealth of material, the producer has built up a tale that brims over with the splendour of the courts of Venice, and is alive with flashing action. Ivan Mosjukine fairly revels in the silken fascinations of the role of the great romantic lover. Amid scenes that range from the beautiful waters of Venice to the Court of Catherine of Russia, the character finds the beautiful ladies of his heart's desire, and loves them exquisitely. "Casanova, The Prince of Adventurers" is more than a love story—it is a tale of adventure, full of exciting incidents, not the least being two thrilling sword duels, one of which is strongly reminiscent of Douglas Fairbanks.

When this picture was first shown in Paris it was hailed as a triumph for Europe. Wrote one critic: "We watched in astonishment this magnificent, incomparable film, splendidly mounted, an incontestable proof of the value of Continental films." Another said: "It is a film equal to the greatest and most artistic American productions. 'Casanova' has been mounted with unequalled magnificence. In the gorgeous settings, the massed scenes, and the lighting, the drama has attained a romantic splendour never before realised."

THE novel sensation that swept 'round the world now comes to the screen in a masterpiece of romantic drama.

Tempestuous, fascinating Lily Damita as La Perichole, the siren, will startle the world with her flaming beauty. And the rest of the cast—try to match it for brilliance and power!

What fiery love scenes! What moments of beauty and pathos and thrill! And what an unforgettable climax, in the collapse of the famous bridge with its human freight!

FROM THE WORLD-FAMOUS BOOK.

The BRIDGE OF SAN LUIS REY

With LILY DAMITA ERNEST TORRENCE RAQUEL TORRES Don Alvarado

AT THE QUEEN'S

A Metro-Goldwyn-Mayer PICTURE

THURSDAY TO SATURDAY AT 2.30, 5.10, 7.15 & 9.20.

TO-DAY TO TUESDAY, 2nd, TO 4th FEBRUARY.

Daily at 2.30, & 7.20 p.m. (with Interpreter) 5.30 & 9.20 p.m. (with Orchestra)

Special Music for each picture under direction of MR. H. E. NICHOLSON

Majestic THEATRE
NATHAN ROAD, KOWLOON

SECOND PARAMOUNT SEASON.

ALL PICTURES SHOWN IN THIS THEATRE HAVE NOT BEEN SHOWN LOCALLY BEFORE

Big boisterous Wally and his diminutive partner in laughs reach new heights of hilarity. A boon for dullness.

"Wife Savers"
WITH ZASU PITTS FORD STERLING

Starring
WALLACE BEERY RAYMOND HATTON

Coming Attractions!

ERIC. VON STROCHEIM IN "WEDDING MARCH"

ESTHER RALSTON IN "FIGURES DON'T LIE"

CLARA BOW IN "GET YOUR MAN"

JOHNNY HINES IN "WHITE PANTS WILLIE"

BILLIE DOVE IN "HEART OF A FOLLIES GIRL"

LEWIS STONE IN "HELEN OF TROY"

a Paramount Picture

"WINGS"
WITH CLARA BOW CHARLES (Buddy) ROGERS RICHARD ARLEN GARY COOPER
A LUCIEN HUBBARD PRODUCTION DIRECTED BY WILLIAM A. WELLMAN

COMING!

ACES OF ALL NATIONS IN THE DRAMA OF THE SKIES

Every Woman who has ever loved will relive in "Wings" the heart throbs of those glorious hours.
Every man who has ever thrilled to hazardous feats of daring will feel his blood mounting at the glorious spectacle.
Every one who has hoped to see a great, a stirring, a moving screen masterpiece will have his hope realised.
WINGS—hailed by leaders in every field as the greatest picture ever made. Watch for opening date.

COMMENCING WEDNESDAY, 5th FEBRUARY, FOR FOUR DAYS ONLY.

"THE ROUGH RIDERS"

"Rough, Tough! Never Get Enough! Whoopee-ee-e!"

ROMANCE, COMEDY AND ROOSEVELT'S GLORIOUS REGIMENT! THEY'RE ALL IN PARAMOUNT'S PICTURES — THE ROUGH RIDERS!

"ROUGH RIDERS"

Some of the Featured Players

Noah Beery scores his greatest triumph as the sheriff who joins the regiment just to stay near an escaped prisoner. Noah has followed his brother in this picture and "gone comedian." He's just as good a comic as he was a villain in "The Vanishing American."

Charles Farrell's first big role, that of the hero in "Old Ironsides" sent him to the top. He is young, handsome, virile and a fine actor. Audiences will like him.

George Bancroft rose to eminence with "The Pony Express," "Sea Horses," "Old Ironsides" and "White Gold." Here's an actor who can hold his own with anyone. As a happy-go-lucky outlaw, Bancroft was credited by many of the critics as having stolen just a few more laughs than was his due.

Charles Emmett Mack scores the success of a fine career as the youth who loved and lost. You'll sympathize with him and agree that he has added another laurel to his performances in "America," "A Woman of the World" and "The Unknown Soldier."

Mary Astor was chosen as the heroine only after a long search. Director Fleming adjudged her as typifying the true girl of the period "darling Dolly Gray." She recently made a series of pictures with Lloyd Hughes.

Frank Hopper, called by those who knew Theodore Roosevelt at the time our story takes place "the living image of T.R." makes his screen debut. You'll agree that Teddy lives again!

GAMUT OF THE EMOTIONS

Comedy mingles freely with tense drama and pathos in "The Heart of a Follies Girl," coming to the Majestic Theatre. Billie Dove Stars in this First National Picture with Larry Kent as leading man and Lowell Sherman as the suave, wealthy villain. Fifty shapely dancing girls appear in dancing and backstage scenes.

BILLIE DOVE

Garbs Self in Costume of Showgirl

The film producers just aren't allowed to keep Billie Dove, star in First National Pictures, out of cinema "Follies" roles. That, probably, is because the public thinks she is too beautiful to be garbed in ordinary clothes.

"The Heart of a Follies Girl" coming to the Majestic Theatre, is her latest stellar vehicle. In addition to the always appealing and colourful atmosphere of the Follies, and intimate probing into the lives of the famous chorus girls, however, the picture has a really powerful dramatic plot.

The screen play was adapted from Adela Rogers St. Johns' magazine story of the same title. It deals with the uncontrollable love of a Follies girl for the private secretary of a wealthy admirer, and subsequent sacrifices she makes for the impoverished and not quite worthy hero.

Her nobility of conduct eventually brings out the real man in her lover, and a logical happy ending results. Real pathos, high drama and suspense, love scenes with a punch and plentiful comedy, feature "The Heart of a Follies Girl" throughout. Larry Kent is the private secretary and Lowell Sherman the wealthy admirer.

Mildred Harris, Clarissa Selwynne and other well-known screen artists head a cast that also includes fifty shapely and beautiful dancing girls. John Francis Dillon directed the picture.

A NEW CLUB

During the filming of Johnny Hines' new First National Picture, "White Pants Willie," which is at the Majestic Theatre this week, the comedian discovered a new club in Hollywood social circles.

"It is known as the Lazy Man's Club," Johnny Hines explains, "and any member who attempts to hurry is punished by a fine.

"One day a member was seen driving his car down Santa Monica Boulevard at a fast rate of speed. He was brought before the committee, but he excused himself by saying that he was too lazy to take his foot off the accelerator."

CHARLES FARRELL

See Him In—Rough Riders

Speculation" put Charles Farrell in the movies.

Oddly enough he took a business administration course at college, with a financiering career in sight, but it wasn't money speculation that put him before the camera.

There is a slang term among extra men in Hollywood who go to a motion picture location and hang around hoping for a chance to work. They call it "going on spec."

Farrell, as leading man of two of picture history "Old Ironsides" and the biggest productions in motion "The Rough Riders" which reaches the Majestic Theatre on Wednesday, can look back to the days when he was "on spec" hoping to pick up a five-spot.

His first work for the films came when he sneaked past a gateman at the Paramount studio in Hollywood and obtained work as an extra in "The Cheat" a Pola Negri starring vehicle. Continuing on "spec" he was an extra in Mary Pickford's "Rosita."

"During my two years as an extra," says Farrell, "I was financially embarrassed, but I never starved."

James Cruze "discovered" Charlie.

Farrell walked into Cruze's office seeking a part in "Old Ironsides." He was unshaven, He wore no coat. His shirt was open at the throat.

"Can you act?" Cruze asked.

Farrell, sprawling in a chair in the farthest corner of the room, said almost defiantly.

"No, I'm a terrible actor."

P.S.:—he got the job and proved himself a liar! For further proof, it is suggested that you see "The Rough Riders."

STAR BILLIE DOVE

Sam Rork, who produced "The Heart of a Follies Girl," Billie Dove's latest starring vehicle for First National Pictures, brings great experience to his task. Before becoming a film producer he directed and produced every variety of stage attraction. "The Heart of a Follies Girl" is the current attraction at the Majestic Theatre.

H. HAGEDORN

Thrilled While Filming T. R. Drama

One of the proudest moments in the life of Herrmann Hagedorn, official biographer of Theodore Roosevelt, and secretary of the Roosevelt Memorial Association, came when he donned the uniform of The First Volunteer Cavalry, in filming a scene for "The Rough Riders." One the same spot where T.R. recruited his famous regiment, Hagedorn stood with Frank Hopper, Roosevelt's living double, while "the troops" passed in review.

"The Rough Riders" comes to the Majestic Theatre on Wednesday.

JOHNNY HINES

Helpful Hint to the Fashionable Man

Johnny Hines, who became an authority on "What the Well-Dressed Man Should Wear," through his sartorial experiences during the production of his new First National Picture, "White Pants Willie," coming to the Majestic Theatre, made a discovery during the filming which it is believed should interest all of the fashionably inclined..

"Make your limousine your dressing-room," declares the comedian. "Think of the time you can save by this innovation. You come out of your office, jump into your car, pull the shades down, open a snug little cabinet containing a complete change of clothing and there you are. If you have a chauffeur who is an acrobat, or a contortionist, it might be arranged so that he can shave you and guide the car at the same time.

"I would like to claim that this idea is original with me, or with my producer, C. C. Burr, but I don't dare," Johnny smiled. "I think everybody ought to know about it so I am making a present of it to humanity. We all ought to have quick change paraphernalia in our limousine. It certainly is handy. If you don't believe it, see 'White Pants Willie'—oh, you really mustn't miss it!—and then you'll get what I mean. Then you can go out and get the limousine. Thank you!"

WILL H. HAYS

Approves Roosevelt's Screen Self

Will H. Hays has added his name to the long list of personal friends of President Theodore Roosevelt who have marvelled at the likeness to the beloved T.R. of Frank Hopper, chosen to impersonate Roosevelt in Paramount's epic "The Rough Riders" the story of the colourful regiment in the Spanish-American War which will be shown at the Majestic Theatre on Wednesday.

Hays was introduced to Hopper by Jesse L. Lasky, Paramount production chief, and declared himself "thunderstruck by the likeness."

It was to Hays that Roosevelt sent his last written message, a hastily pencilled note on a tablet beside his bed just before he turned out the light and went to sleep—from which he never awoke.

The message, later delivered, was a reminder for Hays, then chairman of the Republican National Committee, to go to Washington for ten days to prevent a split over domestic issues in the Senate and House. Hays followed out his dead chief's instructions. He also exhibited the message to Hopper and Mr. Lasky during his visit.

BERRY AND HATTON

Indulge In Assortment of Slides

If a man falls over a cliff and breaks his neck—that's a funeral.

But if a man falls over a cliff and breaks the cliff—that's a "gag" in a movie.

"Wife Savers," Paramount's latest Wallace Beery-Raymond Hatton comedy, and a fitting successor to "Behind The Front," "We're In The Navy Now," "Firemen, Save My Child," and "Now We're In the Air," shows why hair-breadth escapes are funny.

Beery and Hatton in the Alps enact some hair-raising episodes, snowslides, landslides and what not. Ralph Cedar directed and the cast includes Ford Sterling, ZaSu Pitts, Tom Kennedy, August Tollaire, Sally Blane and George Y. Harvey.

LOUISE BROOKS

In Thomas Meighan's Melodramatic Hit

Louise Brooks's first screen appearance—an unimportant unprogrammed one—was in a crook picture, Herbert Brenon's "The Street of Forgotten Men." Since then she has played featured roles in seven Paramount Pictures. And now, for her biggest role, to date, she has gone back to the role of a gangster's girl.

She plays Snuggles Joy, a gunman's honey, in Thomas Meighan's new Paramount Picture, "The City Gone Wild," which comes to the Majestic Theatre, Kowloon, on Thursday.

Miss Brooks was chosen as one of the Paramount Junior Stars of 1927, and as such her first part was in the "youth special," "Rolled Stockings." Her role in "The City Gone Wild" comes as a direct result of her performance in that picture, and of Paramount's policy of giving its Junior Stars first consideration when casting for important roles.

"The City Gone Wild" was directed by James Cruze, who recently completed Meighan's first West Coast picture, "We're All Gamblers." The new production is an original underworld story by Charles and Jules Furthman, in which Meighan is cast as a criminal lawyer.

In addition to the casting of Miss Brooks, Charles Hill Mailes appears in the important role of Luther Winthrop, capitalist and underworld "Big Gun." Mailes is the fine character actor who played in "Old Ironsides," and most recently in Richard Dix's "Man Power." Fred Kohler, "wolf of the screen," Marietta Millner, "Gunboat" Smith, and Nancy Phillips are other players who appear in "The City Gone Wild."

LARRY KENT WEEPS

Larry Kent sheds tears for the first time in his screen career, and he claims, for the first time since he was twelve years old, in "The Heart of a Follies Girl." He plays opposite Billie Dove in this First National offering, now heading the bill at the Majestic Theatre.

POLO ENTHUSIASTS!

Johnny Hines and C. C. Burr Enjoy Fast Game

Johnny Hines, the movie comedian, and his producer, C. C. Burr, became fervid polo enthusiasts following the completion of the exciting polo sequence which is one of the highlights of Johnny's new First National picture, "White Pants Willie," showing at the Majestic Theatre this week. Up to this time motoring has been the chief hobby of both comedian and producer, but now they are slaves of the flying mallet and have deserted their usual places behind steering wheels for a seat in the saddle.

MEET "PEACHES"

One of the outstanding bits of realistic screen characterizations will be seen in Johnny Hines' new First National picture, "White Pants Willie," coming to the Majestic Theatre. This is contributed by "Peaches," known off the screen and in Hollywood circles as Bozo, the educated goose.

"Peaches," alias Bozo, plays a conspicuous role with the comedian, and is, in fact, his very shadow throughout the maze of comedy sequences that are contained in the picture. Others assisting and appearing prominently are Lelia Hyams, playing the leading feminine role; Ruth Dwyer, Margaret Seddon, Henry Barrows, Walter Long, George Kuwa, and a host of extras, including two crack West Coast polo teams.

ARMY BISCUIT SHOOTER

Biscuit are again coming into their own as a standard article of humour, due to the efforts of Wallace Beery.

For many years pie-throwing in film comedies left biscuits sadly in the background. Biscuits were referred to only in newspaper jokes and cartoons. A bride's first biscuits were invariably hard enough to break hubby's teeth, or were thrown as substitutes for bricks.

But, in "Wife Savers," which is showing at the Majestic Theatre, Beery proves his pet contention that biscuits are really funnier than pies, especially when he makes them.

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FROM LONDON TOWN

Revolt Against the Bourgeois

The Labour Government is disappointing its friends and supporters. The fact is that, although the MacDonald Government has obviously, to use a colloquialism, bitten off more than it can chew and some of the members of the Cabinet are already palpably stale, it finds it physically impossible to go anywhere near as far as its supporters expect, that is, its Left Wing, who fondly imagined that Socialism installed in Downing Street and Whitehall meant the millenium in Poplar and Glasgow. How far the "wild men," the Clydesiders led by Mr. Wheatley and Mr. Maxton, are prepared to venture in their revolt against the "bourgeois", or middle-case, tendencies of the Cabinet remains to be seen.

They appear, however, to have the so-called Independent Labour Party—always referred to as the I.L.P.—behind them and it is rather significant that the resignation from that small but vociferous body of Mr. Ernest Thurtle, Parliamentary Private Secretary to his father-in-law, Mr. Lansbury, is expected to be followed by the resignations of several Ministers themselves, who, while they owe their political advancement to the I.L.P. are by no means prepared to allow it to dictate either their policy or their tactics.

Coal and the Consumer

Meantime, immediate interest has shifted from the Unemployed Insurance Bill—which Miss Bondfield, as Minister of Labour, does not seem to have handled very tactfully and certainly with no great success—to the Government's Coal-mines Bill. Although the Yorkshire coalowners have issued a statement supporting the Bill, the Federation of British Industries, which should speak with a weighty voice, has sent a letter to the Prime Minister, urging that the Bill should not be rushed through Parliament, and that industry should be given an opportunity to consider its provisions.

Unpopularity of Coal-mines Bill

At the same time, it has created a very difficult position for the Government in Parliament itself. Both sections of the Opposition have already announced that they cannot accept the Bill; still, the salvation of the Government may come from the fact that the motives which prompt their hostility are entirely different. Furthermore, it is certainly not calculated to promote the popularity of the Cabinet in the constituencies, for, whatever else it may do or not do, it will certainly make the price of coal dearer to the Home consumer. It has already, in fact, been unofficially christened the "Dear Coal Bill" and as it stands it has no out-and-out friends, except perhaps on the Cabinet bench.

The miners are disappointed that the seven-hour day has not been restored, the mine-owners favour the marketing schemes, but oppose the other provisions, many of the Conservatives are opposed to the whole measure, the Liberals support the reduction in hours and the establishment of a National Board for the coal industry, but declare that the marketing proposals in their present form must lead to an increase in the price of coal in the Home market, while the man-in-the-street, Labourite or otherwise, is vaguely apprehensive as to the future cost of other commodities, when he sees how the miners have been politically able to hold the Government to ransom.

Attitude of Liberals

So far no official action has been taken by the Conservatives, pending Mr. Baldwin's return from Scotland, but the Liberals have already thrown down the glove and they handed in the following official reasoned amendment for the rejection of the Bill on second reading:

"This House, while favouring a reduction of miners' hours and the establishment of a Coal Mines National Industrial Board, cannot approve a Bill which does nothing to promote the reorganisation of the industry and secure a reduction of costs of production through higher efficiency; but which, on the contrary, would give a statutory vested interest to inefficient pits and would subsidise the coal supplied to competing manufacturers abroad, while increasing the price of coal to British industries and imposing a heavy burden on consumers in general."

Ministers' Salaries

Conservative "diehards" like "The Truthful Tory," whose articles are always most readable, and Lord Banbury—are fulminating already against the proposal to increase Cabinet Ministers' salaries, but there is little doubt that it will go through for it is recognised on all hands that £5,000 a year, less income-tax is not sufficient remuneration for Ministers of the Crown who, in several cases, are burdened with the cost of extensive and expensive entertainment. The salaries of the judges and the great officials of Civil Service might also be revised upwards without exciting any resentment. The only proposal which would apparently evoke general opposition, would be a suggestion to increase the salaries of ordinary M.P.'s, whom most of us consider quite well enough paid with their £400 a year.

Singapore Base Again

Questions have been again put about the Singapore Base. Mr. Alexander (First Lord of the Admiralty) said the liability of the Exchequer for the whole of the cost was limited only to the extent of contributions from the Dominions and Colonies. Any expenditure over and above what was received in that way must be borne by the home Government. Capt. Eden pressed for an assurance that the Government did not intend to use the money subscribed by the Dominions and Colonies to hasten the work in order to delay the work. Mr. Alexander declined to give an answer that might prejudice negotiations. If a final decision were taken, negotiations would have to take place, possibly with the contractors and possibly with the Dominions and Colonies.

Dr. Drummond Shiels, the new Under-Secretary for the Colonies, stated in Parliamentary papers that there were two secondary schools exclusively for Malays in the F.M.S. Although the demand for education for both boys and girls was persistent, he was not aware of a demand for an increase in the number of secondary schools exclusively for Malays, as they learnt English more easily in schools open to all races.

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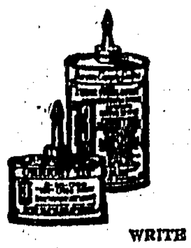

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MOTORISTS THIS IS YOUR PAGE

DON'T LET SUPERLATIVES FOOL YOU!

Now-a-days more highfalutin stuff is being written about products of all description than the average human being can absorb with any degree of understanding .... bombastic stuff that disgusts nearly all who read it. Such stuff as "This great Value Could Come from No Other Source," "Perpetual Youth for Bearings," "When you rode on Air," "Far Surpassing All Fine Car Creations," etc. etc. etc. No wonder the reading public says "Bah."

Plain, simple statements about products are; if they are true, appreciated. We know this. And because we do we keep away from superlatives. "Best," "Finest," "Greatest," etc., etc. are some of the superlatives worked to death by those who have something to sell.

We tell the motoring public that Gargoyle Mobiloil is a good motorcar engine lubricant, and so it is. We have been told that Gargoyle Mobiloil is preferred by those who understand something about motorcar engines. There must be something out of the ordinary about Gargoyle Mobiloil—especially the New Gargoyle Mobiloil—because the demand keeps on increasing despite the frantic efforts of competitors to take the business.

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VACUUM OIL COMPANY

LONG LIFE

Details of New Erskine Engine

Readers of the *Sunday Herald* have already been informed that the dynamic New Erskine built by Studebaker has just arrived in the Colony and is now on display at the Hong Kong Hotel Garage.

The following is the specification of the New Erskine Engine:—

Built by Studebaker—Studebaker quality throughout.

Exceptional power. It has power per pound of weight than any car priced under $1,000. Bore 3-1/4 inches. Stroke 4-1/8 inches. Displacement 205 cubic inches. S.A.E. or R.A.C. rating 25.4 horsepower. Develops 70 horsepower at 3,200 r.p.m.

Smooth operation and long life are assured by the following features of construction:

Heavy drop-forged crankshaft statically and dynamically balanced with counterweights.

Lanchester vibration damper.

Engine cushioned by rubber mountings.

Fuel pump assuring adequate fuel supply regardless of speed or grade.

Plain tube carburettor developed especially for this engine.

Intake valves chromium nickle steel.

Exhaust valves silchrome steel.

Thermostatic control.

Long attractive tubular radiator with chromium plated shell. Positive pump keeps 3-1/2 gallons of water in constant motion, circulating 38-1/2 gallons per minute at 40 miles per hour.

Manifold heat control.

Engine thermometer.

Semi-automatic choke control.

New Burgess acoustic muffler which absorbs sound waves without offering any obstacle to passage of exhaust gases, thereby eliminating back pressure on the engine. Practically no horsepower lost as with the conventional muffler.

Chassis

114-inch wheelbase.

Springs 1-3/4 inches wide. Rear springs 54 inches long. Front springs 36 inches long.

Self adjusting rattle proof spring shackles. Front springs shackled at front end.

Lovejoy shock absorbers front and rear.

Easy steering assured by 15 to 1 ratio steering gear.

Smooth positive braking assured by duo-servo (two shoe) brakes. Brake drums 12 inches in diameter and 1½ inches wide provide 226 square inches of braking surface.

Studebaker-built rear axel of the same type as the Director axle. Tyres are full balloon, 5.25 x 19 inches (actual outside diameter 30-1/2 inches).

Body

Built by Studebaker.

Hard wood framing, steel reinforced and steel sheathed.

Larger, with wider front and rear doors.

Adjustable front seat.

All exterior bright work chromium plated.

It is impossible to fully appreciate the dynamic New Erskine without seeing and driving it. Arrangements can be made to do so at the Hong Kong Hotel Garage.

TIGER SHOOTING

Luxurious Vehicles for the East

Thousands of pounds are spent every year in Britain by Indian Princes and Rajahs on luxuriously-fitted special hunting motor-cars in which the occupants can take meals and even sleep.

Two of these hunting cars have just been shipped to the Jam Sahib of Nawanagar, better known as Prince Ranjitsinhji, the famous cricketer, and another has just been sent to the King of Uganda.

Britain's reputation for mechanical reliability and for special coachwork-designs caused one or two wealthy sportsmen of the East to order cars suitable for travelling in the jungle. This was found to be such an improvement on the discomfort of the Safari that now nearly every potentate Prince and Maharajah owns his hunting car, which is almost as a matter of course ordered from Britain.

Wonderful Colours

The personal tastes of the owner are always embodied in the design and wonderful colour schemes are ordered, such as sea green and cream, scarlet, silver and lemon yellow. Sometimes all the interior fittings, including the steering wheel and gear lever, are made of ivory, sometimes of fine inlaid wood.

Probably the most striking exterior feature of a hunting car is the number of lamps.

In the jungle the car is a mobile blaze of light. Very powerful lamps are fitted at each side of the body and in the centre is a searchlight, which can be raised or lowered on a sliding pillar.

These three lamps can be directed to any desired point by a swivelling action. Special clips on the back of the front seats hold rifles ready to hand whenever a wild animal is picked out by the blinding glare from the lights.

Ice Chests

An hunting trip often means a lengthy journey and, perhaps, several camps en route. The car has therefore to be fitted with compartments on each side of the body holding two sliding drawers for baggage and on the luggage grill at the rear is a trunk holding two large ice-chests. In these food can be carried for almost any length of time in the hottest climates. A cabinet for small stores is fitted at the back of the front seat on which are attached folding glass-topped tables.

On a long trip a closed car sometimes forms part of the expedition containing bath with water laid on from a tank and a dressing-room or sleeping bunks.

Although cars are now regarded as almost indispensable for big game hunting in India it is, however, still necessary to hunt on foot in the denser parts of the jungle.

Drive a Trusty
"TRIUMPH"
the Motor that never fails you

Franco Georgetti (left) and Gerard Debaets, the crack Belgian-Italian combination, as they finished the strenuous 140-hour grind to win the international six-day bicycle race at Madison Square Garden. These veterans of the track led the whirling field of the world's best cyclists over most of the grind, and as the riders entered the final hours of the race were able to forge ahead and gain additional laps against the field.

TRANSPORT SYSTEM

The Place of the Motor Bus

According to official statistics there were 92,400 motor-buses in the United States on January 1, 1929. Of these 42,000 are used for the transportation of school children; 35,300 are owned by independent companies for highway transport; 10,000 are used by electric railways and similar utilities; 1,000 are in use by steam railways. The remainder are operated by sightseeing companies, hotels, and alike.

The one-time hostility to the motor bus on the part of the established railroad systems has in almost every case given way to a strong co-ordination between railroads and motor transport, with the result that to-day the total mileage of motor bus routes exceeds the total railroad mileage by 39,800 miles (289,473 bus miles as against 249,644 rail miles). The railroads are increasingly using the motor bus for the establishment of feeder lines, which open up undeveloped districts where rail service could not be carried on at a profit, and for the transfer of passengers from waiting rooms at the centre of large cities to railroad stations in the suburbs. Many rail operators have established a motor bus service parallel to and in competition with their own lines as they find it an advantage to offer their passengers a choice between motor and rail service.

Promising Future

The future of the motor bus in America's transport system is very promising. There are still some 15,000 communities in the country without railroad service. Within 75 miles of Indianapolis, for instance, there are 185,000 people in 312 towns and villages of 50 inhabitants or more, who have no access to any railway. Here is a non-competitive field for rapid development of bus service.

Urban bus transport is also increasing rapidly, with the extended growth of cities, which creates a need for additional transport facilities.

The co-ordination of different transport agencies is the first step in their most efficient operation. Railroads can no longer limit themselves to rail service alone, but must adapt the motor bus and the airplane to their needs. America's future need of large scale transportation at low cost must be provided for by a careful co-ordination of nation-wide transport agencies, in which rail, motor and air services assist and complement each other.

TRAFFIC DEMANDS

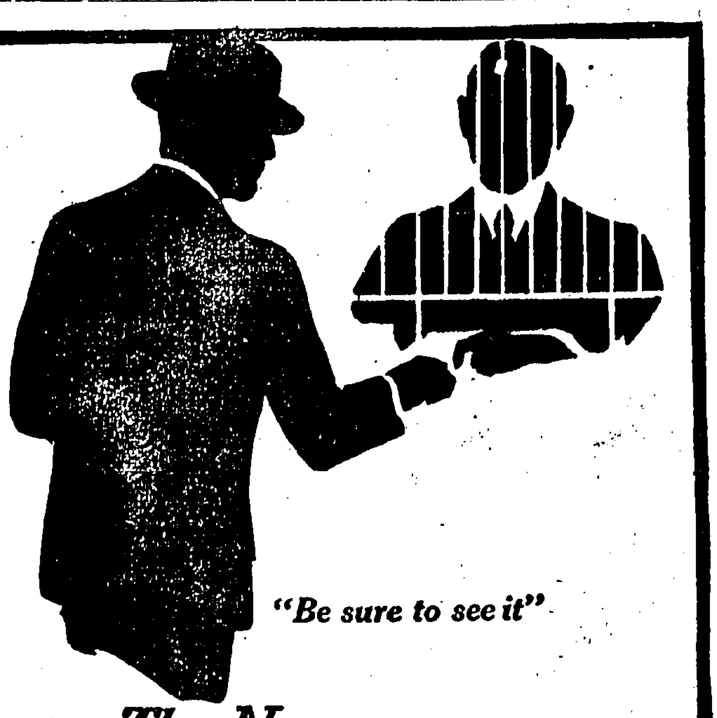
Modern House-building in Cities

The enormous volume of present-day street traffic arising by highly-developed motor transportation, and the many hazards to pedestrians resulting therefrom, are reflected in American city planning and house-building. There is being built in the State of New Jersey, for instance, a new town, Radburn, which is called the "City of the Motor Age" and is being built on an unusual plan, as a solution to the pressing traffic and safety problems of the modern age.

The Radburn plan provides for separate footpaths for pedestrians, distinct from the roadways on which automobiles travel. Large parks, where youngsters and grown-ups can walk and play in safety, occupy the centre of each super-block. Children can go to school or into the park without crossing a street used for vehicular traffic.

Each Radburn house has two means of access, a motor entrance and a garden entrance. Friends arriving by automobile, as well as the grocer, the milk-man, the coal-man, all who drive, go to the motor entrance by way of short closed-end streets around which the houses are grouped. An entrance on the other side of the house opens on the garden, at the end of which is a path for those coming on foot. This path forms part of the park system, while the short closed-end streets lead to broad traffic avenues. A number of these closed streets, with the houses, which are grouped around them, form a block many times the size of the ordinary city block, with traffic avenues at its boundaries and a long park strip in the centre.

In blocks now being built the parks are joined by an underpass where they are crossed by a traffic street.



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AVOID SQUEAKS

Regular Overhaul Prevents Trouble

The Hon. Mrs. Victor Bruce writes:—

While I am all against unnecessary "tinkering" with the car, just to satisfy the very human curiosity to "see the wheels go round," I do not believe in completely ignoring the mechanical side of the motor-car until something goes wrong.

There are a thousand and one nuts and bolts and screws on the car which would do no harm if they actually came adrift; but on the other hand there are few which are vital, and could cause a nasty accident if they loosened or fell off.

In fact, I think we ought to systematize our care of the car; set aside a day of the week for the certain essential operations—greasing, etc.,—which need to be performed fairly frequently; and a day a month for those other things which are not so urgently in need of frequent attention. And among the latter is undoubtedly a "tour" of the whole car with a spanner and screw-driver.

Just in Time

Probably, not a nut will be lost; but possibly you may just catch a dangerously loose part in time.

It is not, to my mind, so much the actual tightening, as the automatic inspection which every part will receive, that is valuable.

Incidentally, a car cared for in this way is never attended to until the need actually arises.

Many times I have heard friends complain that the car which was so beautifully quiet when new has become painfully second-hand in regard to body noises; and on enquiry I always find either that they have apparently expected the whole car to look after itself, or that they have completely ignored the body work and top hamper, even though the mechanical end had been properly maintained.

An Irritating Rattle

Often, a squeak can be traced to so simple a matter as a loose wood screw in the polished filleting in the interior of the body; and on one car in particular a specially irritating rattle was at least traced to the same cause; the fact being that—somewhat unwisely, I think—the manufacturer had used this filleting for the purpose of anchoring the wind-screen brackets.

As long as no attempt was made to open the large, single-pane screen, no trouble arose; but when fine weather engendered a desire for fresh air, it proved that the considerable strain of holding up the heavy screen against the wind pressure was quite beyond the capabilities of this light bit of woodwork.

Every little nickel-headed screw was loose; and the result of neglecting to tighten them in the early stages was that the woodwork was so much damaged that complete refleeting was necessary.

Defied by Rust

Although monthly attention is not necessary, it is well to remember that even when springs are kept in greasefilled gaiters, as is the almost universal practice nowadays, they do require attention some time, and, once a year at any rate, the gaiters should be stripped, everything thoroughly cleaned and the lubricant renewed.

Detachable wheels, too, will no doubt stay on, although after changing a wheel it is wise, after running for a few miles, to stop and retighten up the holding nut, or nuts; but if they are never detached and cleaned, quite apart from the necessity in connection with tyre trouble, it is quite possible that everything will become rusted up, and it may prove difficult, if not impossible to remove then when the actual necessity arises on the road.

Spoiling That Nice Control

Brake and throttle control rods are among the most commonly neglected parts of a car. They do not suddenly seize up, so that the owner probably does not notice the gradual increase of resistance at every joint.

The cleaning and greasing of such point might well be made a part of the monthly inspection and attention; particular care should be given to any cross rods which work in long bushes, into which it is not always easy to force lubricant—especially as the only means of oiling is often merely a hole which is certain to be choked up.

The throttle joints are particularly important, because on most cars there is a more or less complicated system of rods, and the slightest unnecessary resistance invariably spoils the nice control of the car.

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 5A, Wyndham Street or 'Phone C. 4641.

MOTOR SAFETY

Driving Made Easier by Simple Invention

How many accidents have been caused in the past by reason of the driver's foot pressing the accelerator instead of the brake pedal? The total is beyond counting.

A new device has appeared that dispenses with the clutch pedal being fitted to a car.

This is the Davidson automatic-acting clutch, so designed that all de-clutching and engagement of the drive was accomplished on a medium-sized car by the action of the accelerator pedal.

One changed gear by simply lifting the foot off the accelerator pedal. Driving with this automatic clutch is easy, as a novice could not fumble gear-changing.

This device is the latest idea in safety control invented by Davidson Patents, Limited, which is being tested and developed for them by Mr. Joseph Maina, the celebrated automobile engineer, who designed Captain Malcolm Campbell's "Blue Bird" racing car, which created the present 5 miles and 5 kilometres road speed records at Verneuk Pan, South Africa.

Simple Action

The new Davidson automatic clutch will put an end to many accidents, as, on cars and commercial vehicles fitted with it, the driver never has to shift his foot from one pedal to another, as the clutch pedal is abolished, leaving one foot for the brake pedal and the other for the accelerator pedal.

Like many other useful invention, this clutch is so simple that one wonders it has not been thought of before. Its principle of working is a frictional device transmitting the drive from the engine to the transmission of the car in proportion to the difference between the engine power and the resistance offered by the transmission.

The result is that when the engine is running slowly, at say less than 500 revolutions per minute, the clutch is disconnected. Directly the accelerator pedal is operated and the engine increases its power output, the clutch begins to actuate, and the clamping pressure of its driving surfaces is increased as the resistance of the car is offered.

So, in actual practice, one glides away at a start from rest without any jerk or jump, as smoothly as being gently drawn forward by a silken cord.

A Free-Wheel

From a technical point of view this clutch differs from the known types of centrifugal clutches, in that the clamping or driving pressure is increased not by the "revving" of the clutch itself, but by the difference between torque input and torque output.

This is obtained through an arrangement of helical gears interconnected between the driving and the driven units. Also, it acts automatically as a free-wheel.

For example, on a flat road or with a slight incline, the engine running at, say, about 2,000 revolutions a minute while the car is proceeding at about 4 miles per hour, the difference between the power of the engine and the resistance of the car being propelled is so small that the clutch automatically disengages itself, so producing the condition known as free-wheeling.

When the car reaches a steeper incline going downhill the condition between the primary and secondary shaft of the transmission is reversed, and the propeller shaft is subject to a positive torque. This condition being in excess of the torque resistance offered by the engine to be driven at that speed, causes the clutch automatically to re-engage, and so uses the engine as a brake.

As this automatic clutch is small in size and cheap to make, several important motor manufacturers of cars and commercial vehicles are now considering its adaptation to their future models, due to its economical running and safety control, lessening the labour of driving.

G.M.C. LOCAL LABOUR

In its employment of local labour and materials so far as possible, General Motors as an international institution is actually exporting American prosperity and contributing to the prosperity of many nations. The direct benefits to those centres in which plant and operations have been established is quickly apparent. But, in addition, there are many indirect benefits which are working toward greater prosperity the world over. The tremendous impetus to American prosperity because of the rapid growth of the motor industry, the use of automobiles and the many affiliated industries stimulated by their use, has long been recognised in the United States. In many foreign countries the growth in the use of the motor car is having a similar effect on a smaller scale in promoting prosperity and increasing purchasing power.

TRADE IN THE EAST

Era of Lower Price Levels Predicted

That the world was experiencing an economic change, with lower price levels, and a wider distribution of commodities, and that producers in consequence would have to face the facts and produce cheaper to sell more was the opinion expressed to the Straits Times by Mr. James Mooney, president of the General Motors Export Co., when he passed through Singapore on his way to Java.

In the course of an interesting talk Mr. Mooney said that some people expressed the view that the motor car industry in America had reached the saturation point. "One cannot definitely said that, for when we reach what we think is saturation," he said, "we always find that some additional channel of consumption opens out. No one denies that there was some slight over-production in America last year, but the use of motor vehicles is moving steadily onwards, and acceleration still exists.

Rubber Consumption Increasing

"The consumption of rubber is on the increase," he went on. Every year there are small slack periods, but there is not the slightest doubt of the continued and increasing demand for rubber. It is increasing in all parts of the world. The production of cars will be higher than last year, and I estimate it at something over 5,000,000.

Production Must be Cheaper

"With regard to the slump on the New York Stock Exchange, it is generally presumed that it will affect business to some moderate degree, but its effect will be short-lived. It may blow over in from three to six months. Meanwhile business goes on pretty much the same as before.

"I have a feeling that we are moving towards an era of lower commodity price levels. We must try and produce cheaper. Every business will have to face these facts. I don't mean one particular branch of business, I mean industry in general. My views are based on observations in different parts of the world. It is the natural consequence of post-War conditions. After a crisis such as we have passed through, there is always a gradual move towards lower commodity price levels.

Transport in the East

"For the last ten years prices have remained at an artificially high level, and they do not represent values," he continued. "We are nearing the end of that era now, and the next ten years should be more prosperous for the world, but there will be many economic changes.

Better Transport Needed

We are picking up again now, and industry will be established upon a far more efficient basis than hitherto. We shall have to watch production costs, but there is no need to be pessimistic about it. Goods will move in larger quantities, and be more widely distributed.

"Returning to our own business, the motor trade in the East is reasonably good—it has fallen off a little—but not to any remarkable extent. One of the things I am interested in the East is the question of internal transport. There is scope for new openings in motor buses. The cities of the East are growing considerably, and their populations must be served with better transport.

"We intend to pay a lot of attention to that branch of business, and it will be largely concerned with producing the type of chassis, and bodies, most suitable. Mr. Ira Smeed who accompanied me on the boat, has come to this part of the country specially to make observations. He will study the conditions here as well as in the Dutch East Indies."

MOTOR FLOATS

Used for Transport of Cattle

The utility of motor transport has been evidenced in its ability to provide the means of transporting every kind of load, and the British Railway Companies who are called upon to provide road transport for loads which are often unique have found the British motor manufacturers able to render very considerable assistance through the range of vehicles which they have evolved.

As an instance, the London Midland & Scottish Railway Company, which is extending its road transport activities in many directions, are taking delivery of a number of motor cattle floats. These machines are mounted on Albion 35/55 h.p. 5-ton Overtype chassis, and are fitted with pneumatic tyres.

The bodies are designed to accommodate eight cattle or 100 sheep, and in order to take such a large number of sheep it has, of course, been necessary to arrange that they shall be carried in two tiers. The arrangement for enabling this to be done is ingenious. The second floor is slung from cables, which are attached to the corners and to the mid points of the sides. The cables are carried over pulleys at the top of the sides, down the outside of the vehicle, and back to drums which are mounted on a shaft lying right across and below the rear end of the body. In this way the six cables are operated together and the floor can be raised or lowered by two men, even when fully loaded.

The tailboard has a folding extension at the top and when opened out gives a total length of approximately 11 ft. 0in. It is extremely solidly built so as to withstand the weight of heavy cattle without the use of any extra support. Although necessarily heavy, the tailboard is easily raised by means of a small winch mounted on the side of the body.

The sides of the body are close-boarded for the first 18 in. and above, and consist of alternative slats of wood and wire netting. The top of the body is closed by a canvas cover. Owing to the upper floor being movable, it is unnecessary to make any arrangement for loading sheep to a high level, as the upper floor is lowered and loaded first, and is then raised to its travelling position, the lower floor being loaded thereafter.

There are many ingenious features on the body, one of these being a neat arrangement for locking the upper floor in its raised position so that there is no strain on the cables.

The useful feature on the Albion chassis, which forms the basis of these cattle floats, is its small turning circle, making it easy to operate in Railway Yards, Farm Entries or other similar places.

A SUDDEN STOP

A sudden stop is apt to cause difficulty in cranking the engine later on. The shock may lift the needle of the carburetter float and allow the contents of the vacuum tank to leak out.

BUS & TRAM

Demonstration experiments were made with a 'bus and tram on the scene of the Enfield collision for the purpose of assisting the Ministry of Transport inquiry.

PROOF OF QUALITY!

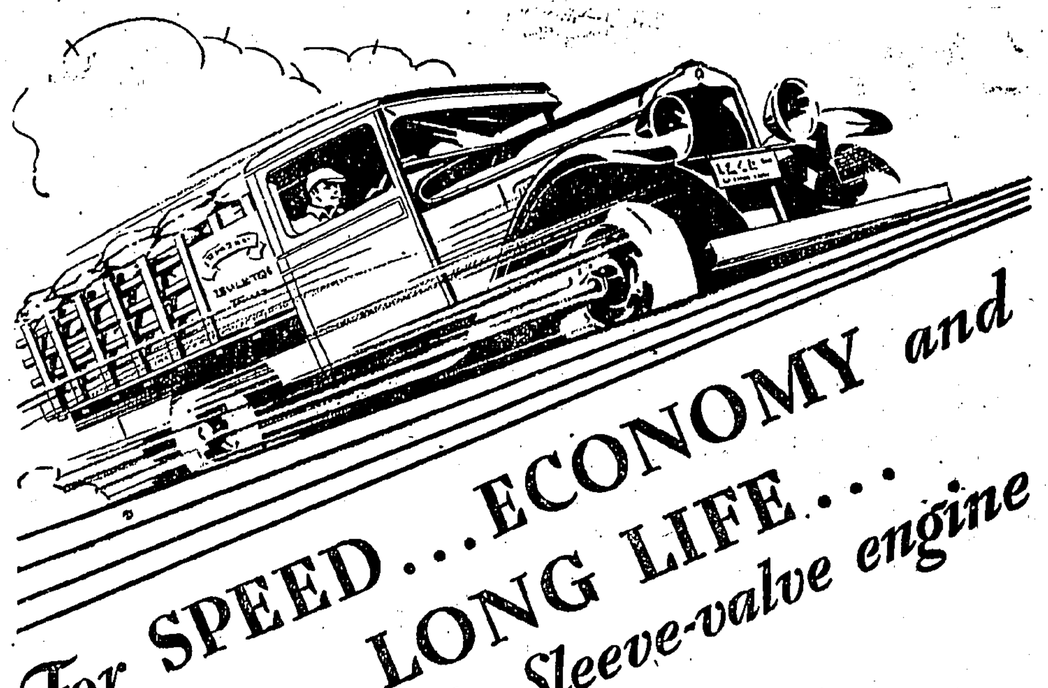
16 Nations have selected DUNLOP TENNIS BALLS for the Davis Cup, 1929

(including the Challenge Round)

This in addition to the following NATIONAL CHAMPIONSHIPS

SCOTLAND IRELAND
GERMANY AUSTRIA
HOLLAND SPAIN
HUNGARY SWEDEN

LONG ECONOMICAL LIFE



For SPEED...ECONOMY and LONG LIFE... The Sleeve-valve engine

Among the outstanding advantages of the *patented* Knight double sleeve-valve six-cylinder engine are: longer life—fewer parts—constant power and efficiency—lower cost of upkeep—fuel economy—better radiation—increased power at various speeds—quiet operation—unusual freedom from adjustments, repairs and carbon troubles.

It will pay you to visit your nearest Willys-Overland dealer and see the Willys-Knight 1½ ton truck, which is powered by this superior engine.

H.K.$2,500

(All prices and specifications subject to change without notice).

WILLYS-KNIGHT 1½ TON TRUCK

MODEL T-103

Sole Distributors for Hong Kong & S. China:
GILMAN & CO., LTD.
4A, Des Voeux Road, C.

Service Station Garage:
DURO MOTOR CO., LTD.
132, Nathan Road, Kowloon.

BUYERS' GUIDE

MOTOR CARS

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BEAN.—Lane, Crawford, Ltd.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHANDLER.—The Asiatic American Co., 11, Queen's Road East. Tel. C. 575.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
CLYNO.—Lane, Crawford, Ltd.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DODGE.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
ESSEX.—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. 1558 & 3532.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
FORD.—Wallace Harper & Co., Ltd.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road, C. Tel. C. 1216 & 6252.
HILLMAN.—Lane, Crawford, Ltd.
HUDSON.—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
HUMBER.—Lane, Crawford, Ltd.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4795.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C. 4759.
VAUXHALL.—Lane, Crawford, Ltd.
WHIPPET:—Gilman & Co., 4a, Des Voeux Rd., C.
WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co., 48, Stanley Street. Tel. C. 244.
BEAN.—Lane, Crawford, Ltd.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.
FEDERAL TRUCKS.—The China Motor Supply Co. 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
FIAT.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
FORD TRUCK.—Wallace Harper & Co., Ltd.
FORDSON TRACTOR.—Wallace Harper & Co., Ltd.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
GRAHAM.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
SPA.—Soc. Italiana Estremo Oriente Ltd., managers, A. Goeke & Co., China Building. C.2221.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd, Des Voeux Rd. Central.

MOTOR CYCLES

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
HARLEY-DAVIDSON.—Gascon Motor Co., 2, Kwong Wah Road, Kowloon. K. 1242.
HUMBER.—Lane, Crawford, Ltd.
MONET-GOYON.—French Motor Cycle Co., 46, Nathan Road, Kowloon.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. C. 4759.
ACCESSORIES.—South China Motor Car Co., 33, Des Voeux Rd. C. Tel. C. 5644.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.
FISK TYRES.—Gilman & Co. 4a, Des Voeux Road, C., Tel. C. 290.
GOODRICH TYRES.—The China Motor Supply Co., 28-28a, Des Voeux Rd. C. Tel. C. 1558 & 3532.
MICHELIN TYRES.—Goeke & Co. China Building C. 2221.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PADDED GUARDS

Transport Ministry's Experiments

The Ministry of Transport, I understand, (writes the Daily Express Motoring correspondent), is making serious attempts to discover if the growing toll of fatal street accidents, which have now reached the alarming figure of fifteen a day in Great Britain, can be reduced by the use of lifeguards fitted to motor vehicles.

With this object in view a representative of the Ministry witnessed a realistic "life-saving" demonstration carried out in private on an experimental road near Hounslow which belongs to the Government.

Other tests that will be watched with considerable interest, both by the public and transport authorities, are to follow.

A dummy of the size and shape of a human being was used for the purpose of the demonstration.

The lifeguard was fitted to cover the front wheels of a one-ton lorry. Each crossbar of the guard was padded with a sponge-like material, and at the bottom was a rubber fender to prevent limbs from getting under any part of the vehicle.

Carried Along Road

The dummy was placed first in a recumbent position, as though the person it represented had slipped in the roadway.

The driver of the lorry charged it. In the normal course of events one of the front wheels would have gone over the body. What actually happened was that the guard carried the dummy bodily along the road until the lorry was stopped.

No part of the dummy, which had lifelike legs and arms, was run over by any part of the vehicle.

Mr. A. J. Grafham, the inventor, explained that it could not be expected that the guard would prevent minor injuries.

The dummy was charged by the lorry from all angles. The Ministry of Transport official himself had a shot at it, and drove the lorry at the prostrate dummy from an acute angle, hitting it a glancing blow. But still it refused to be run over.

When stood up and hit by the lorry it was knocked down, pushed along the road, but not run over.

It is a problematical matter if a device of this nature would save life in the case of a very fast moving car.

It is interesting, at all events, to know that the Ministry of Transport is probing into ways and means of saving life on the roads.

MOTOR SALESMAN

All Things From Wheel Wobble to Gallantry

The "Compleat" motor salesman or garage proprietor must be a man of many parts, judging by the questions to be answered by the 200 motor "undergraduates" who were sitting in London and throughout the country for the membership degree of the Institute of the Motor Trade.

Among the questions before them were:

"Describe the rotating pole magneto;

"State what a "hot spot" is;

"Explain why it is not customary to find a del credere agent in the motor trade;

"Write a third and final letter to customer who has ignored two letters about an account two months old, and

"State the cause of wheel wobble and how they would remedy it."

"The institute is a kind of motor university," said an official to a reporter, "whose object is to raise the status of the industry and to secure a general high level of efficiency and a protection for the public from incompetent motor engineers.

Pedestrian Points

"Examinations are being held in Bristol, Cardiff, Birmingham, Nottingham, Newcastle, Belfast, Edinburgh, Glasgow, Brighton, and Plymouth."

Questions concerning pedestrians are included in the examination papers:

"What are rights and standing of pedestrians when crossing or about to cross the road, and when walking alone and keeping to the footpath?

"Discuss the difference, if any, between a pedestrian in full use of his faculties, and one who is absolutely deaf:

"Deal with the question whether the motorist is under any different liability towards the quick-witted and quickhearing pedestrian, and one who is absolutely deaf and/or short-sighted or blind."

Gallantry, Too

Another question constitutes a nice little problem for the motor agent who prides himself equally upon his gallantry and his business caution;

"A lady who is not a customer of yours rings you up on the telephone to say that she is stranded owing to a tyre on her car having burst, the spare wheel being also useless. She asks you to send a new tyre and a man to fit it at once. How would you deal with this order?"

But there are still knottier problems. The candidate must state what his legal liability would be if he sold a car to a man assuring him by letter that it was the best machine on the market, and the man brought it back after three days and said he had found it was not the best machine on the market.

"Piston Slap"

The erudite motor trader can then proceed to say what he would do if a customer who had a car garaged with him were to die and his widow asked the garage man to sell it as quickly as he could.

Double entry book-keeping, credit notes, and promissory notes have also to be dealt with.

Then he has to explain the cause of valve lag and piston slap, and finally state; What in your opinion are the essential qualifications of a motor trader?

U.S. CYCLIST

Ornamental Boots and Cowboy Cuffs

H. Le Vack, the well-known racing motor cyclist, describing in "The Motor Cycle" a visit to America, says that over there the motor cycle is only used by two classes of rider—the club-man and the "cop." One hardly ever sees the former riding in the city or to work, or using his machine as our boys do here. They ride mainly on club runs, long-distance vacation trips, and to hill-climbs. They think nothing of riding 500 or more miles to see these events, sometimes bringing their girl friend on the pillion, and they mostly look real movie heroes. The men are dressed in smart leather "riding pants" and jackets, and they have cowboy-type cuffs reaching to their elbows; their kit is completed by high-topped boots studded with brass or silver ornaments and trimmings, and by a leather belt carrying a big red reflex signal at the back. The girls dress practically the same, though perhaps a little more daintily. They sure make a most picturesque scene!

WHITE LINES

"Lanes" Painted on Roadway in America

The theory that soldiers in columns of threes or fours will get somewhere faster, and occupy less road space, than the same number of men permitted to straggle along in no particular formation is being applied to the solution of the constantly increasing traffic problem in several American cities.

Surveys, particularly in Indianapolis, an inland city of 425,000 population where there is one motor car for every four inhabitants, convinced police traffic experts that citizens were not receiving the full benefit of two main arteries which had been widened at great cost.

The arteries were designed to carry two lines of parked cars parallel to the kerb, two lines of slow traffic, one in each direction, and two lines of fast traffic, one in each direction—six lines of cars in all. Because of a tendency of drivers to disregard the rights of others by straddling the imaginary lanes, there were many times when only one line of moving traffic could go in either direction. In other words, one car was taking the space of two.

So the police painted five white lines, each five inches in width, down the arteries, dividing the roadway into six lanes. Placards at strategic points informed motorists anew that they could park in the outside lane, next to the kerb, travel slowly in the next area, and go the limit (30 m.p.h.) in the inside lane. This gave three lanes for traffic in each direction. Buses were required to stay in the slow lane, so that their stops for passengers would not impede the fast lane.

Motor cycle policemen cruised the arteries for several weeks compelling motorists to stay in the lanes until they were educated sufficiently for the system to operate without supervision. The immediate result was that hundreds more cars passed a given point during rush hours, with less confusion and less scraping of wings.

Detroits, with one car for each 4.5 inhabitants, has recently adopted the idea with improvement, as recently described in a news paragraph in the Autocar. In addition to the lanes, Detroit has painted curving lines with arrows at principal intersections, showing drivers exactly how to turn. This is particularly valuable in the handling of tourist traffic; the simple directions, lying right before the eyes of the driver from another city, prevent him making a mistake and confusing orderly moving streams.

Another improvement Detroit has inaugurated is a regulation compelling drivers who wish to switch from fast to slow lanes, or vice versa, to signal their intention to drivers behind. This is done by giving the regular arm signal for a turn. If the driver wishes to move from the fast inside lane to the slow middle lane he signals a right turn. If he goes from slow to fast, he signals a left turn, the right-hand rule of the road prevailing in the U.S.A.

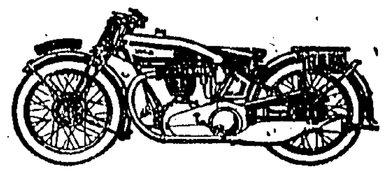
By this means the drivers avoid the danger of being struck from the rear by a car in the lane into which they are switching. Of course, the driver is still held responsible for ascertaining before he starts to move over that there is no other car close enough to collide with him in the lane to which he is transferring.—The Autocar.

USE FOR PETROL TINS

During recent raids by Arabs on Jewish villages the Palestine police seized all swords and daggers found on the raiders. It was found that instead of the jewelled handles and polished blades usually associated with sheiks, portions of petrol tins were used for the sheaths and handles of most of the weapons. Cobblers' knives with wooden handles are specially sharpened and pointed; a piece of metal is then cut from an empty petrol can, fitted round the handle and welded. When the sheath has been similarly fitted with an armour coat the tin is decorated with designs and inscriptions.

FIRST IN HONG KONG

"1930" BRITISH MOTOR CYCLES



NORTON

MODEL NO. 18 4.90 M.P.

"Unapproachable" as the machines have proved in the past, 1930 witnesses an even finer production in NORTON. Many important improvements are embodied in the new NORTON designs, including enclosed valve gear mechanism and push rods, detachable cover for Rocker Box, improved arrangement of cylinder head layout, efficient silencer, and Chromium plating.

COME AND INSPECT IT AT

THE SINCERE CO., LTD.

SOLE AGENTS.

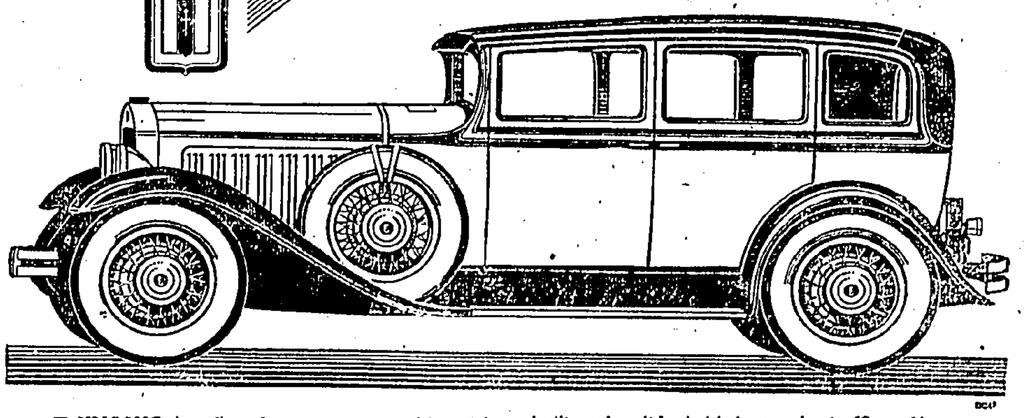
Drive a Trusty "TRIUMPH" the Motor that never fails you

BUSINESS OPPORTUNITY.

CLASSIFIED Advertisements, set-up in this style and inserted in "The Hong Kong Sunday Herald," are speedy and effective in procuring results. Rate 50 cts. for 40 words for one insertion. Bring yours in to 3A, Wyndham Street or 'Phone C. 4641.

NEW DYNAMIC ERSKINE

Created and Built by STUDEBAKER
Builder of Champions



DYNAMIC describes the rare power and forceful personality of leaders in any field. Dynamic best describes the power and spirit of the new Erskine.

The Dynamic New Erskine is a beautiful new car of imposing dimensions—of abundant power—built to Studebaker standards of quality through and through.

Despite its low cost, this Dynamic New Erskine is a large car—114-inch wheelbase. Champion performance is assured by its 70-horsepower Studebaker-built engine. It is nimble in crowded traffic and fast on the open highway because it has more power for its weight than any other car of its price. It is more comfortable because of its special springing and hydraulic shock absorbers. Duo-servo braking and double-drop frame give new safety and handling ease.

Visit our special exhibition of this Dynamic New Erskine here today. Judge for yourself what great things Studebaker has accomplished—on its 78th anniversary—in the low-priced Dynamic New Erskine.

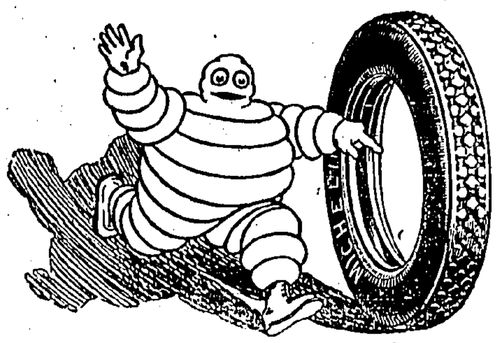
Compare These Features: 6-cylinder 70-horsepower engine; Engine cushioned in rubber; New type acoustic silencer; Starting button on facia board; Thermostat control of cooling; New duo-servo 4-wheel braking; Counterweighted crankshaft with vibration damper; Mechanical clutch damper; 12 Timken roller bearings at vital points; New type spring shackles, self-adjusting; Adjustable front seats and steering wheel; Chromium-plated exterior brightwork

Price Range from G$1,250 to G$1,500.

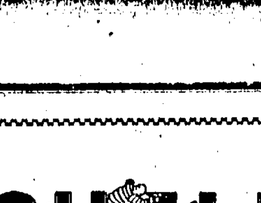
THE HONG KONG HOTEL GARAGE
25 Queen's Road Central Tel. Central, 4759.

MICHELIN

FOR NON SKIDDING AND DURABILITY



A. GOEKE & CO., DISTRIBUTORS.
China Building (4th Floor), Tel. C. 2221.
FIAT GARAGE DEPOT.
67, Des Voeux Road C. Tel. C. 4821.



1930 HARLEY DAVIDSON
NOW ON DISPLAY

THE GASCON MOTOR CO.
REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 & K. 804. 2, Kwong Wah Road, Kowloon.
(Opposite The Steam Laundry).
A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK

INCREASED DEMAND

Makes Expansion of Factory Imperative

New high Oldsmobile production and shipment records for the first nine months of this year have been announced by General Motors Export Company. From January 1 to September 30, last year, 95,843 automobiles were shipped from the Oldsmobile factories, an increase of more than 25 per cent. over shipments during the same period last year, the report states.

The latest construction programme consists of additions to the Oldsmobile Six motor plant and to the engineering laboratories. These two additions will increase the plant floor area by 35,550 square feet.

The addition to the motor plant will be two storeys high, 141 feet long and 75 feet wide. This additional space of 21,150 square feet will substantially increase the productive capacity of the plant.

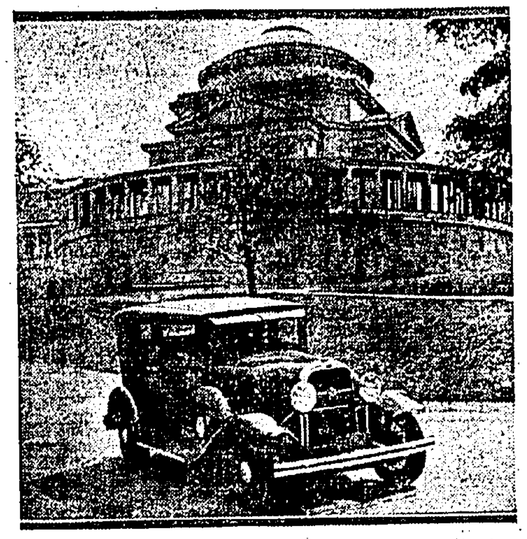
The engineering laboratory addition will be 60 feet in width and 90 feet long. It will be two storeys and the second floor will be extended back 40 feet over the present building.

In addition to these two building projects a new parts and service building containing 169,300 square feet of floor area and an addition of 90,000 square feet of floor space to the sheet metal department are just being completed, and a new four-storey administration building is rapidly nearing completion. The building expansion at the Oldsmobile factories has been carried on practically continuously for more than two years and in that time approximately 1,250,000 square feet of new floor space has been constructed.

The new factory buildings have been required to permit increased production, which is reflected in the materially larger production and shipment figures for last year. Practically every month last year has shown a substantial gain over the same month in 1928 and the total increase for the nine months is nearly 20,000 automobiles.

This increase of better than 25 per cent. over the figures for 1928 has been made over the best previous year in the history of the company. In 1928 production and shipments were 52 per cent. greater than during 1927.

Where Great Americans Are Immortalized



Oldsmobile tourists visit the Hall of Fame, an imposing structure that looms serenely above New York's noise and bustle and is dedicated to renowned statesmen, jurists, soldiers, scientists, teachers and authors.

EARL HOWE'S WORK

Interests Watched in Road Bill Debates

Motor-users of every class, private and commercial, are warmly praising the ability and energy with which Earl Howe has presented their case during the debates on the Road Traffic Bill. Apart from his proposed 40 m.p.h. speed limit, an idea peculiar to himself, he has revealed unexpected powers and has wrested valuable concessions on points where motorists' just interests were threatened.

Earl Russell's admissions and explanations have made it clear, in the opinion of the Automobile Association, that the third party insurance scheme is unworkable as it stands. There was a widespread idea, said Major Stenson Cooke, secretary of the association, that the bill would give a free insurance policy to every pedestrian and cyclist. What it would do would be to put the ordinary motorist at the mercy of the insurance companies.

Earl Russell admitted that the probable result would be more numerous claims for larger amounts, which would "compel" the companies to raise the premiums —on the careful and careless alike. Some motor-cyclists and the very few car-owners who are now uninsured would be included, but, apart from that, there would be no better assurance of compensation for victims than there is now.

Uninsured Road Users

As Major Cooke pointed out, the bill actually refers to liability "subject to the conditions of the policy," which means that there would be no compensation for accidents occurring, for instance, during the unauthorised use of a car. Nor is there any compensation for accidents arising out of the negligence of uninsured road-users—pedestrians, cyclists and horse-drivers. The only people compelled to insure are those best able to meet their liabilities, and insurance for them will become costlier than ever.

Commercial motor users are well satisfied with the progress of the bill so far.

A wrong impression created by the Bill is that the speed limit has already been abolished. The R.A.C. has had many inquiries from members asking if that was the case, and, judging by the number of requests for legal defence, more drivers than usual are being caught in speed traps.

IF YOU WANT

MILEAGE

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OBTAINABLE AT ALL GARAGES UPON REQUEST.

Sole Distributors:— GILMAN & CO.
Telephone C. 290. 4A, Des Voeux Road C.

MOTOR NEWS
from Road & Showroom

40,000 Miles a Year

F. W. Drake of Belvidere, Illinois, who travels 40,000 miles a year on business, recently purchased a Studebaker house bus. Supplying him with transportation and sleeping quarters, his bus, Drake says, has saved him $300 a month and will pay for itself within two years.

Terrific Strains

Following the running of the recent Pike's Peak hill climb, the ball bearing spring shackles on the winning President Eight roadster were found to be in perfect adjustment in spite of the terrific strains imposed upon them. These shackles, pioneered by Studebaker, are standard on all President and Commander models.

Beauty Contest

The highest honour awarded in the "Prix d'honneur d'Elegance," a beauty contest for automobiles held near Paris recently, was won by a Studebaker President Eight roadster.

Studebaker Shareholders

The Studebaker Corporation reports an increase of its common stockholders on November 9, 1929, to 21,660 as compared with 19,177 on August 10 and 15,825 on November 10, 1928.

American Automobile Industry

During the first nine months of last year more passenger and commercial vehicles were registered in the United States than in the entire record year of 1928—From January to September, 1929, inclusive, 3,270,186 passenger cars and 419,343 commercial vehicles were registered. Registration for the whole of 1928 amounted to 3,186,957 passenger cars and 341,362 commercial vehicles. Comparison of the figures for the period from January to September, 1929, over those for the whole of 1928 shows an increase of 31.6 per cent. in passenger car registration and 66 per cent. in commercial vehicle registration, or an increase of 35 per cent. in the registration of all motor vehicles combined.

A Big Jump

According to figures from Chilton Class Journal, 42 per cent. of all American makes of cars are now Eights. In 1923, only 10.4 per cent. were eights.

Single Gallon Test

The distance to which a Ford car can be driven on a single gallon of gasoline, was tested at Nappanee Indiana, under auspicies of the local dealer, Advance Motor Service, who offered $30, $10 and $5 respectively, to Ford owners winning the contest. The leading car, a Model A Tudor driven by Richard Berger, covered 39 miles. Another Tudor won second place with 35.8 miles. The route lay over all kinds of roads, including some dirt. Twenty-five Ford cars entered, of which 20 covered more than 24 miles.

Train Times Beaten

Paul Kent, Ford dealer at Mount Morris, Illinois, drove a Fordor Sedan from Rockford, Illinois, to New York City, in 25 hours and 50 minutes, beating all established train times. During that time he neither paused for rest nor for relief at the wheel. His time beat not only the extra-fare trains from Chicago but it was eight hours better than the time between Rockford and New York.

U.S. Exports of Cars

Export sales during the first nine months of last year exceed those for the entire record year of 1928. From January to September, inclusive, a total of 860,048 motor vehicles were exported. Compared with exports of 825,146 during the whole of 1928. 284,597 commercial vehicles were exported during the first nine months of 1929 as compared to 209,560 in 1928. The figures for passenger cars show 575,451 exported last year from January to September, inclusive, as against 615,586 during the whole of 1928. Comparison of the export figures for the first nine months of 1928 and 1929 shows an increase of 18.5 per cent. in passenger cars shipments. Commercial vehicle exports nearly doubled, increasing 98 per cent.

Bumper Heights

In 1922 the Society of Automotive Engineers (U.S.A.), specified a standard bumper height to 18in. for the front bumper and 19in. for the rear. The society has now recommended that this should be altered to 17in. The measurement is to be the horizontal centre line of the bumpers, and is to be the mean height between the no load and full load positions.

Tyre Service

If cars ran on solid tyres, the tyres would carry the load. Those solid tyres seen on steam waggons or petrol lorries are load carriers. The pneumatic tyre, which is composed of an outer cover and an inner tube, cannot carry any load. It is the air which carries the load, and the tyre maker only really provides air containers for the motorist to fill. Air is free, but many motorists begrudge the container its proper fill. It is a costly, false economy. Without adequate air pressure the best tyres in the world cannot yield their proper service. Any Dunlop-Perdriau service station will, without charge, indicate the correct air pressure.

Hill Climbing

During the week, says a passenger writing in the West Australian (Perth): I was invited by Coventry Motors to time a Morris-Cowley on the ascent of Mount-street. Particularly good times were recorded by the car, but the most impressive performnace was that of surmounting the slope in top gear. Starting from the western alignment of Spring-street, the car, which is privately owned, and, I am assured, has had no special treatment, went over the top at 18 miles an hour. For a small, high-speed engine, this is a very creditable performance. By using the lower gears—a point neglected, by many people, the car was taken over the hill from a standing start, in remarkably good time. With Spring-street as the starting point, the first ascent was made in 37sec. The car was cold, and subsequent efforts showed improvement. The next two runs were each timed at 35.1-5sec. Then came two climbs at 34.1-10sec., and finally the watch showed 34sec. exactly.

Popularity of the Eight

The growing popularity of the Eight was emphasised at the recent international automobile Salon in Paris, where a total of 44 makes of eight cylinder cars exhibited last year compared with 27 in 1928 and 10 in 1925.

Needle Valves

Defective or poor needle valves are the direct cause of a considerable amount of carburetter trouble. Usually the motorist assumes that it is simply a case of his engine being a petrol eater. Not all carburetters operate on the needle valve principle for the metering of fuel, but where this popular design is used the owner will find a small handle for the valve. Turning to the right (or screwing in) results in restricting the amount of petrol that can be sucked into the carburetter body. Just because this valve is fairly tight, however, is no reason to assume that the petrol has been cut down sufficiently. If the valve is cut or if the seat is damaged, too much petrol will get by. This is the equivalent of running too rich a mixture, which has its numerous pitfalls. Usually the trouble can be cured by using a new needle.

Gear Ratios

Since it occasionally happens than an owner who takes delivery of a car with the wrong ratio of the drive gear, it is useful to know how to determine the ratio of the speed of the engine to that of the car. Here is the way to do it. Jack up both rear wheels, see that the ignition is off, and get out the hand crank. Uncover the plate over the fly-wheel housing so as to be able to follow the reference marks on the fly-wheel. Turn the engine until one of the marks appears, and then put marks on the tyre of one of the wheels and on the spot on the floor directly beneath it. Put the car in high gear and note how many times the engine has to be cranked before the rear wheels turn one complete revolution or two complete revolutions if only one of the rear wheels revolves. (This is because of the action of the differential).

Deferred Payments

During the first nine months of 1929 1,496,149 new cars and 1,148,533 used cars were sold in America by deferred payment. For these sales 369 financing companies advanced the sum of $885,270,523 for new cars and $349,430,350 for used cars.

Petrol Consumption

The average petrol consumption of motor vehicles in the United States last year was 200 gallons per car, according to statistics reported by the California State Automobile Association. This was an increase of about thirty gallons per car over 1927.

To Spend Millions on Roads

Within from four to five years thousands of farmers throughout the province of Saskatchewan will have the benefit of all-weather roads running east and west and north and south. The Saskatchewan Government plans to spend $5,000,000 annually during the next few years on the construction of six main highways, all-weather surfaced. Three of these roads will run east and west and three north and south. In addition to the $5,000,000 to be spent yearly from capital account the revenue from the tax on gasoline sold in the province and from motor licence fees will be applied to road building.

A New Oilcan

No motorist appreciates the task of using an oilcan if he anticipates that his hands will become messy during the course of the operation. An interesting form of pump oilcan which should be clean to handle and very easy to use has recently been produced by a firm in Britain. Known as the Wesco, the pumps are of convenient size for handling and incorporate a trigger action of the pump, which produces a positive ejection of oil or a tiny drip just as required. The pump, spout and handle are formed in one unit. The oil is driven out by mechanical force and not by air pressure. A model particularly useful for motorists is one with a folding spout, the design of which is such that it can be packed away in a tool kit to occupy the minimum of space.

Cool Off the Engine

On a hot day, stop to cool off the engine before climbing a hill rather than after reaching the top.

Horses v. Motors

Only 1,145 horses crossed the Philadelphia-Camden (U.S.A.) toll bridge over the Delaware River in 1928, although there was a record total traffic of 9,725,470 vehicles. In 1927 the total traffic was 8,593,201 vehicles, and of this number 5,169 were horse drawn. The bridge earned a revenue of almost £600,000.

"Sentinel" Sales

The "Sentinel" Wagon Works, Ltd., Shrewsbury, continue to receive substantial orders for their well-known double geared rigid frame six-wheeler, the "Sentinel" D.G.6. The four-wheeled double geared model—the D.G.4—has also been in good demand, and orders for the "Super-Sentinel" have also been received.

Britain's Own Market

Striking evidence of the manner in which the British automobile manufacturer has, during the past year or two, practically recaptured his home market for cars and trucks is disclosed in figures recently issued. A few years back Great Britain was making only 39 per cent. of the automobiles sold in that country; to-day approximately 86 per cent. of the cars and trucks sold in the British Isles are of British manufacture.

Sundry Hints

Chattering brakes can often be silenced by making the adjustment closer, but it is imperative that they be allowed enough clearance to avoid heating or burning. It is possible to drive to a service station with a broken rocker arm on a valve-in-head motor. Remove the spark plug to relieve compression. Tape the end of the spark plug wire to avoid igniting gas from open gas chamber. Drive slowly to avoid damage to bearings and motor. As front springs settle from constant use, hard steering results, as well as wobble or shimmy in the front wheels. Have them set up to factory specification.

Albions Overseas

A considerable proportion of the output of the Albion Motor Car Co., Ltd., of Glasgow, has always been used to supply Overseas demand, and no fewer than 27 chassis were shipped during a recent week, these being destined for such various parts of the world as West Africa, Australia, Malaya, New Zealand and Hong Kong.

2-Tonners in the Tropics

Motor vehicles for use in the tropics naturally require to have an exceptionally efficient cooling system, and as roads are generally in poor condition, owing to their breaking up in the action of the sun, the machines are apt to find service of a fairly arduous nature, especially when they are required to operate outside the cities. The Albion 2-tonner has always met with considerable favour in tropical countries, and it is interesting to note that machines of this type have recently been ordered by Messrs. C. C. Wakefield & Co., Ltd., the well-known Oil Manufacturers, for use in Bombay, and the Burmah Oil Co., Ltd., for use in Rangoon.

Engines for Towing Launches

A number of the ships of the John Holt Line of steamers running from the Port of Liverpool to the West Coast of Africa are equipped with a motor tug which they carry aboard for the purpose of towing surf boats from the ship to the shore when landing the cargo. Already eight ships have been supplied with these motor tugs: each of these is fitted with a 20/24 h.p. 4-cylinder Atlas Craig Marine Motor with reduction gear. The use of the reduction gear in combination with a comparatively small high efficiency engine has proved so satisfactory for this work that it has been standardised in these launches, and now a ninth tug is being equipped with a similar engine.

Drive a Trusty
"TRIUMPH"
the Motor that never fails you

MARLEY'S GHOST

Cars and Overseas Conditions

The immortal Dickens, in his delightful "Christmas Carol," emphasised the supernatural happenings that followed by making it perfectly clear in his opening remarks that the former partner of Scrooge was undoubtedly dead—"as dead as a door nail."

This fact did not, however, prevent the ghost of Jacob Marley from returning to the habitation of Ebenezer Scrooge with, as the story shows, most beneficial results on the later life and habits of Mr. Scrooge.

In these enlightened times there is apt to be a good deal of scepticism where ghosts are concerned, for it is generally accepted that these supernatural visitors do not make a practice of intruding their unwelcome presence among those who remain.

Exceptions, we are told, prove the rule, and British motor manufacturers are not infrequently brought face to face with one particular ghost that would appear to have completely disregarded the etiquette of all respectable ghosts and which will persist in cropping up when it should long since have sunk into oblivion.

In previous days the British automobile was alleged to be totally unsuited to overseas conditions by reason of inadequate clearance, and although this contention has long since lost any semblance of veracity, it is still on occasion put forward.

There is little doubt that users overseas are becoming increasingly aware of the fact that criticism in regard to clearance is not substantiated in actual practice and are proving for themselves the fact that the general design of British vehicles is suitable for all road conditions.

In point of fact British cars give a clearance equal to, and in some cases actually exceeding that provided by other makes, and the surest answer to any query as to the suitability of such cars for overseas requirements is to be found in the pioneering enterprises of typical types of British cars in undeveloped areas in different parts of the world.

Almost every mail brings fresh proofs of the performance of British cars, and as an instance, one of the latest from Australia may be quoted. In the annual Sydney to Melbourne trial—which is of the "sealed bonnet" type, no adjustments being allowed en route without loss of marks—British cars came through with flying colours.

1,150 miles in length, the trial is considered to be one of the most strenuous held in Australia, a continent where strenuous trials are the rule rather than the exception. In a large entry there were four small British cars — Super Seven Triumphs. Whilst many other entrants fell by the "road" side, these four completed the course without the loss of any marks, and tied for the best team performances of the day.

In view of the road surfaces traversed, the high speed averaged —approximately 30 m.p.h.—is amazingly good and forms a definite proof of the quality of British cars—and small ones at that—and of their ability to compete on equal terms with large and expensive foreign productions.

It is generally recognised by the public both at home and overseas that the natural sentiment to buy British transport can also be combined with the material business consideration that without question the British manufacturer, in his range of vehicles for every purse and purpose, leads his competitors in every other part of the world.

ONLY ONE HOUR

Between East and West Coasts

An emergency call for some service parts for Model A cars by a Ford dealer on the Pacific Coast called for fast work recently and possibly set a record in modern transportation from the Atlantic to the Pacific Coast.

The parts were rushed to the landing field of the field of the Pan-American Airways Inc., in a Ford Station waggon, transferred to a trimotor Ford place, and flown across to the Pacific where another Ford car awaited the parts.

The entire job was completed in less than one hour's time.

Impossible? Incredible?

By way of explanation, it should be added this feat was actually accomplished on the Isthmus of Panama, where the Ford branch is at Cristobal, Canal Zone, on the Atlantic side, and the Ford dealer lives in Panama City, in the Republic of Panama, on the Pacific side. The distance separating the two places is not quite 50 miles. When flying across the narrow neck of land, one can see both oceans at the same time.

4 CONSIDERATIONS

Govern Your Motor Car's Power

The power of your motor car depends on four important considerations, according to Mr. C. Lauritsen, General Manager of the Dragon Motor Car Co. There are:

1. Full compression.
2. Perfect valve action.
3. Proper ignition.
4. Proper carburetion mixture.

Any or all of these factors may cause an engine to lose power and, therefore, result in great loss of economy in motoring. Each requires constant care and attention in order to keep the engine in perfect operation.

To have full compression, complete lubrication must be maintained to prevent scoring of the cylinders. The valves must seat squarely into their positions and the valve springs must work efficiently to avoid letting some of the explosive charge in the cylinders escape before the valves shut tight.

Loss of compression results in a weak explosion in the cylinder and the suction of a smaller charge of fuel into the chamber. Besides, a part of even this reduced charge may escape before firing, and the part that does explode may not have its full effect on the piston if some of this force escapes through some crack or other opening.

A worn, scored or cracked cylinder is one means by which such explosive gases can escape before they can exert their force on the piston. The pistons may have cracked, or the rings may have become gummed, worn or broken. The valves might be pitted and warped and their stems bent so that the valves cannot seat properly. Any or all of these faults may cause loss of compression and resultant power.

Loss of power may result also from leaks of the explosive gas through cracked or improperly seated spark plugs.

If the valve action is not just right, power again will be sacrificed. Wear, which grinding of the valves will remedy, can cause such faulty action. Sometimes the valve tappets may not be giving sufficient opening, or may be set to give too much opening—which would result in under or over supply of fuel.

The valves may not be properly timed, and this may cause havoc with the entire engine—knocking, missing and lack of proper fuel mixture when needed.

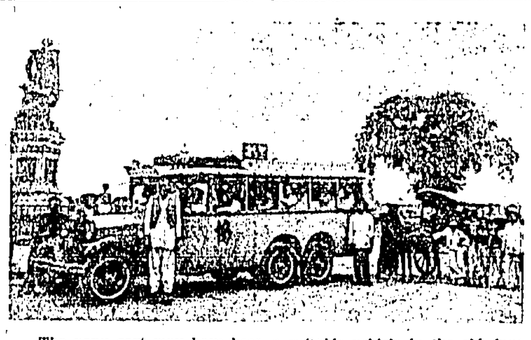
Timing of Ignition

In order that the engine may work properly, that the pistons may be forced down at the exact time each is designed to be, the spark in each cylinder must be timed to the exact instant. Otherwise pre-ignition, or detonation, or missing of the engine will occur. The exact timing of the ignition is as important as the proper timing of the valves. All of these functions must work in unison or the engine will merely sputter and lose power.

Any part of the entire ignition system, from battery to the distributor, may be the cause of this trouble. Only a competent electrical mechanic should touch this part of the system. It is too complicated for the average motorist.

The carburettor may be adjusted so that the proper combustible mixture will be fed to the cylinders of the motor, yet proper compression will not result unless this fuel mixture is also used properly. The spark must be hot and properly timed.

The mixture consists usually of about 15 parts of air to one of gasoline by weight, but in cold weather this proportion will have to be reduced. Whatever the ratio, it must be such as to give the greatest energy when it is ignited by the spark. The more combustible the mixture, and the hotter the spark, the greater is the resultant pressure on the pistons, provided, of course, there are no hidden leakages.



The pony cart may have been a suitable vehicle in the old days but modern Indo-China prefers to travel in fast, comfortable Ford buses, such as the above, which is one of many in use in Saigon.

REPAIR PARTS

Steady Decline on Sales

The achievement of the automobile industry in offering cars which not only provide a constantly higher standard of performance, but which cost their owners less and less to maintain is emphasized in recently compiled figures showing the steady decline in the sale of repair part per automobile in use.

A concrete example of this progress is the statement that sales of Studebaker repair parts have shrunk from $12.41 per car in operation in 1922 to $7.49 last year.

Research laboratory and proving ground have contributed much to this decline in repair parts sales through the development of finer design, the discovery and use of better materials, and improvements in manufacturing methods.

But another and equally interesting phase of the industry's constant search for improvement is revealed in a recent article in "Automobile Topics," which goes behind the scenes in Studebaker's great South Bend plants to disclose the ingenious system by which this manufacturer uses the whole world as a second line of laboratory defence against imperfections in its cars.

An Invaluable Aid

Studebaker's system is an invaluable aid to the skilled research and design engineers and technicians who are striving to achieve the impossible task of building an automobile so soundly designed, so accurately manufactured and assembled that its parts will never need repair or replacement. The science and skill of these engineers might well design the perfect automobile. But they can never eliminate that one human quality which makes a skilled workman, supervised though he may be by the most diligent and exacting type of inspection, perform his task a thousand times perfectly, and once imperfectly.

(Continued on foot of next Column)

Hence the existence of thousands of automobile service stations and repair shops—and Studebaker's general service department. But if these engineers and technicians learn that in widely separated sections of the world Studebaker owners are having trouble with a certain unit, they can at once take action to correct the cause of the trouble and thus send future Studebaker cars to their owners cured of this particular source of annoyance and possible expense.

Unique System

Studebaker's unique follow-up system is based on service reports from its dealers all over the world. From virtually every large Studebaker service station and many of the smaller ones come reports of every service operation performed on Studebaker cars.

By this system any slight mechanical troubles which may appear in cars are checked back to their source at the factory and corrected in many cases within a few days after the cars were produced. Speed and simplicity mark this fact finding work, and it is the claim of Studebaker's service department that this second line of defence lags behind production only a matter of about ten days.

Charles S. Mott, Vice President of the General Motors Corporation, and his third wife, Dee Van Dalcom Furey, 29-year-old Detroit society woman, upon whom he has settled 25,000 shares of General Motors common stock in obtaining a secret divorce from her. The stock is worth about $902,500 at today's market price.

NEW ROADS

The Needs of Modern Traffic

Among the recommendations for the improvement of Britain's road transport system made at a recent session of the Royal Commission of Transport at the House of Lords were:

The building, out of the Road Fund, of new roads for long-distance motor vehicles exclusively, connecting Birmingham with Manchester and Liverpool and London with the South Coast and South Wales; and

The conversion of branch railway lines into roads, where road transport would be cheaper than rail.

Mr. Rees Jeffreys, who made these suggestions, described the allegations that railway companies were being subjected to unfair competition by road transport, as "the attitude of all owners of obsolete means of production when more up-to-date methods are introduced."

"The road users of this country contribute far more towards the cost of road upkeep than they receive in value," he added.

Steel Trade's Plight

Mr. J. W. James, of Middlesbrough, giving evidence on behalf of the National Federation of Iron and Steel Manufacturers, said:

"If Great Britain is to maintain her position among the chief iron and steel production countries of the world the railway companies must not be allowed to become inefficient through unfair competition or extravagant costs imposed upon them.

"The growth of road traffic has made it necessary for the railways to make severe cuts in their rates which has had an unfortunate effect on the depressed iron and steel industry, which is bound up with the railways.

"We have 28,000 more employees on the railways than we had in 1913, and 50,000,000 tons less of freight traffic. We have an extra revenue of £65,000,000, but we have to pay £72,000,000 more in wages.

"If the public purse is being used to detract traffic from the railways on to the roads, it is a very serious matter for British industry. Once the railway system of the country goes, we go with it. If something is not done soon we shall have to build special roads to carry heavy transport.

"The heavy road transport industry should be put on the same business basis as other industries. Let it pay its way as the railways have to."

TRANSPORTATION COST

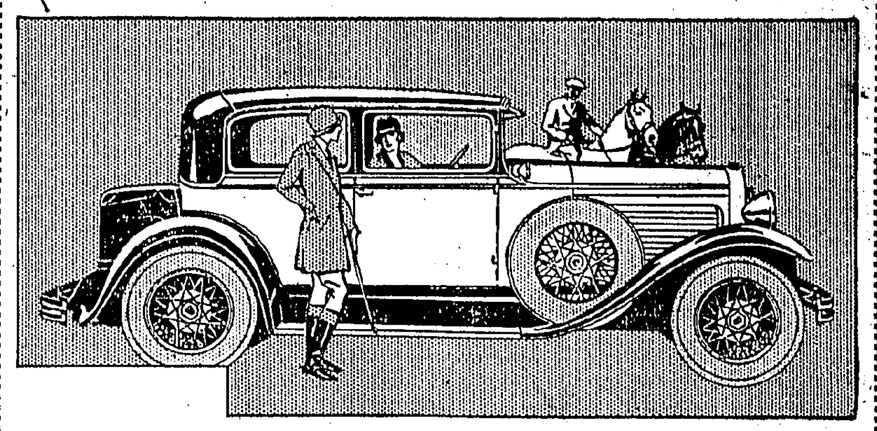
When W. J. McDonnal of Pueblo, Colorado, bought his Model A Ford he decided to keep an accurate check on the cost of transportation as provided by it. After it has been in service 13 months and had run up a mileage of 21,558 he made the following chart.

Cost Per Mile

	per mile
Gasoline	.0111
Oil	.0036
Tyre	.0050
Miscellaneous	.1180
Total	.0277

Miscellaneous included repairs, as well as licence fee 5th tyre and wheel, insurance, and all other incidentals.

MARMON-ROOSEVELT



Recently won the first and only prize for the best stand in The 12th International Automobile Show held in Buenos Aires.

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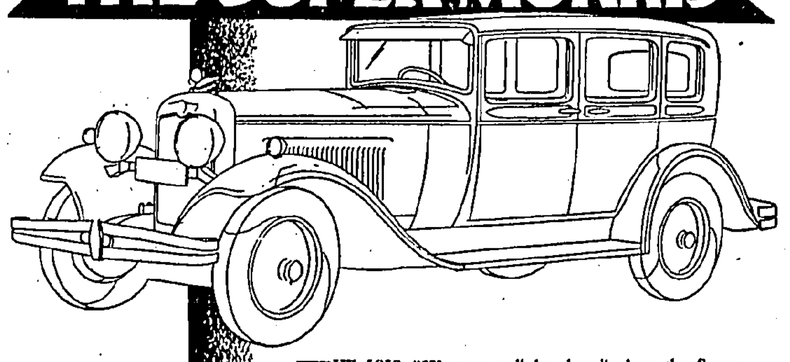
THE ISIS SIX



THE SUPER MORRIS

Important technical features

18 h.p. (R.A.C.) engine, with crankshaft balanced both statically and dynamically.
6 to over 60 on top.
Overhead valves with semi-roof, anti-knock head.
Light, non-kick steering.
Triplex glass.
Body low hung, but with ample clearance.
Over 20 m.p.g.

THE ISIS SIX may well be described as the Super Morris. The body and chassis are built together in a one-piece creakless unit. Every pedal, lever and switch is so light and so conveniently placed that you have the utmost control at speed. You have the famous Lockheed hydraulic brakes. You have springing that eliminates all road shocks. And look at the bodywork itself—

The magnificent British coachwork—finished in real cellulose lacquer, in colours chosen by experienced artists—allows ample room for five. Four wide doors give easy entrance. The front seats, pneumatic cushioned, are independently adjustable. The whole interior spells comfort and luxury—pile carpet, roof ventilator, and such well-thought-out details as the rear blind worked from the driving seat.

Dipping headlights, double bumpers, stop light and electric windscreen wiper are but a few items of the equipment that comfort and convenience demand.

See this magnificent Morris, try it on the road. Such a car for such a price is indeed a new triumph for Britain's greatest motor manufacturers!

Delivered in Hong Kong.
£385

THE HONG KONG HOTEL GARAGE.
25 Queen's Road Central Tel. Central 4759.

PRODUCT OF MORRIS MOTORS (1926) LTD. CHAIRMAN: SIR WILLIAM R. MORRIS, BT.

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AT THE FAIR

Zodavisky Visits Bazaar on New Year's Eve

WAYS THAT ARE DARK

The exploits of the redoubtable Zodavisky have not appeared in print for sometime, and readers of the *China Mail* and *Sunday Herald* may want to know why. Well, the fact is that Zodavisky had been too busy lately to give play to his own whimsicalities. He was studying hard for his Junior examination, and he failed miserably. His examination papers returned him 1/60th of a mark.

Not a Shy Man

To cheer the poor man, I took him on a tour to the fair in China Town on Chinese New Year's Eve. He was delighted with everything he saw—even with the young Chinese ladies, and yet most of them were 100 per cent. ultra-modern flappers.

Zodavisky, it may be mentioned, is not shy. In fact he is too bold and has often found himself in hot water with young ladies. I do not mean the young ladies were in hot water with him. They only led him there and there alone he boiled and raged.

Zodavisky Butts In

Well now, to return to the night of all nights. I was sitting in my bath chair, near a glowing fire, quite like the proverbial gouty gentleman, you know. I had in fact given my promise to my dog that I would remain home that night, but who should unceremoniously burst into my room, but Zodavisky.

"Say, Clarinsky, let's get down to the fair. They all rave about it. I just want to see it before I die," Zodavisky said without any prelude.

When Zodavisky wants a thing it is final. To argue would be vain.

"Well, old chap, I will accompany you on the condition that you will give me your promise to behave yourself."

"I will do anything, you old Prussian."

Struck by Chorus Girls

We left the house, but as it was too early to get down to China Town, we decided to see the Hollywood Revue at the Queen's Theatre. We got two tickets for the Dress Circle and we found ourselves hedged in between two severe looking dames who were too frozen even to wear a smile.

The show got under way. Zodavisky found his voice at last.

"Holy Whiskers, ain't those chorus girls grand. I gotta be at Hollywood, that's all about it."

"Shut up, you old fool," I admonished, and the two frozen ladies gave me a smile—at last—of gratitude.

His Mother—A Holy Terror

Then someone on the screen bursted singing some silly old ditty about your mother and mine.

"Ugh, I can't bear this. I once had a mother, but she was always wrong, because she used to beat me. She was also a holy terror to my sister. Handled her with a fist of iron, you know. Too old fashioned to appreciate short skirts and dimpled knees," Zodavisky sobbed out, much to the annoyance of our frosty neighbours.

A Fearful Falsetto

To cut a long story short, Zodavisky made himself a nuisance at the show. He tried to join in the singing of "Singin' in the Rain," and succeeded in introducing many D Flats and E Majors where they were not wanted. His high and unrefined falsetto voice was simply blood curdling, and it was a wonder to me that he was not chucked out of the premises.

After the show was over, we went down to see the fun at the fair.

The First Blockade

The first blockade we encountered was one formed by a bevy of charming young ladies. We did not mind that. We just loved to have our way blocked by such a barricade. After a while, we got through, and the first stall Zodavisky "parked" at was one in which thousand year old curios—only manufactured about a fortnight ago—were exhibited for sale. Zodavisky was keenly interested.

"Now, Clarinsky, look at this old jar here. Why, it must be made out of a composition of 'silicitate' of lime and cigar ash and I am sure it must have been used by King Tut."

I held my peace and allowed his imagination to have full play. The net result was that the benighted idiot bought the jar for 60 cents. Tucking it in his overcoat pocket, we ambled on our way.

Batting With Melon Seeds

I stopped at another stall and bought myself a catty's worth of red melon seeds. Now to crack these tiny seeds is the work of a past master, and the only experts I know of are the Chinese maidens. They crack about 1,000 seeds in every minute.

I began to manipulate one of the elusive seeds with my two hands, my upper and lower rows of teeth. Even my tongue was brought into play and yet I got only half of the teeny weeny bit of a kernel.

"Give me some, and I will show you the way how to crack them," boastfully said my friend, Zodavisky.

Singin' in the Rain!

I gave him a handful, and it was a rare treat to see the way in which the impudent fool cajoled and enticed the said kernel to come out of the red shells. He failed, of course, and without so much as "with your permission," he took the whole packet from my hand, hurled it up to the sky and as they came down in torrents, he sang the song, "Singin' in the Rain."

A crowd of Chinese gathered around us thinking that we had just escaped from the Mental Ward. A pretty lass gave me a pitiful smile and tapping her forehead with her well manicured finger, she walked away.

Two Old Fools!

There we stood—two dejected looking middle-aged men. And then to cap it all, Zodavisky made a bow and said Kung Hay Fat Choy to all and sundry. The crowd laughed and soon left us in peace.

Story of the Cod

Zodavisky bought everything he could think of. After an hour's walk, he was in possession of rattle snakes, balloons, oil cloth, glass wares, fresh flowers, crystallised fruits, oranges, beetle nuts, etc. We then came to the stalls where fearful smelling salt fish and dried ducks were sold. Zodavisky held back his breath and asked to be taken away from the spot pronto.

Well, here was my chance and I seized it. I grabbed hold of a salt fish—a cod—and hastily put 20 cents into the hands of the willing vendor without Zodavisky noticing it. Then I jostled him and successfully planted the evil smelling cod into his overpocket pocket.

From then onwards, all Chinese lassies gave him a wide berth!

WHERE IS TANG?

Supposed to Have Gone Abroad

THE DIVISION OF HONAN

Shanghai, Wednesday.

The question of the whereabouts of General Tang Seng-chi has been attracting attention, but practically no authentic information is available as the entire Honan situation is in a state of confusion. It is certain, however, that General Tang has not left China or even Honan in spite of earlier reports to that effect.

It will be remembered that General Tang Seng-chi revolted against the authority of the Nanking Government some time during the first week in December, but as his movements were dependent upon the success of General Chang Fa-kuei's rebellion in South China, his cause collapsed when Chang Fa-kuei failed to capture Canton. He then placed himself under the protection of General Yen Hsi-shan and offered to resign his command and surrender his troops on condition that the Central Government would give him a safe-conduct abroad. The Kuo Min news agency gave a full account of how he was to be escorted to Tientsin and shipped abroad, with $100,000 for travelling expenses.

Central Government troops were sent against Tang's forces on the Kin-Han Line, but these went no further than Hsuchang and there was no fighting. As matters seem to stand, Tang Seng-chi has managed to keep his three divisions intact in Central Honan along the Kin-Han Railway between Chengchow and Hsuchong, and he is with his troops.

Honan is divided among numerous generals: Tang Seng-chi apparently still in the centre; western Honan is held by Kuominchun contingents with "greyish" national troops amongst them; eastern Honan is held by Han Fu-chu, Shih Yu-san and Ma Hung-kuei; southern Honan is held by national troops under General Liu Chih. —Kuo Min.

OUR SMALL NAVY

Reduction Criticised As Excessive

AN IMPRESSIVE LEAD?

Rugby, Yesterday.

There will be no committee work during the week-end by the Naval Conference delegates. M. Tardieu is paying a short visit to Paris, whither M. Briand preceded him yesterday. Signor Grandi and Admiral Wakatsuki are going to the seaside and Mr. Ramsay MacDonald to his official country residence at Chequers.

The Premier will entertain the American delegates to luncheon there to-morrow, afterwards showing them something of British country life, including such sights as Milton's Cottage and Penn's Home at Jordans. But the delegates will take much work with them, including papers relating to the transactional proposal whereby the British category and French global theories are correlated. On this complicated and important problem there is hope of early solution.

Premier Optimistic

Mr. MacDonald's optimistic statement that the partition dividing the French and the British is so thin as to be almost transparent is borne out in French delegation circles. Britain is unlikely to accept the compromise proposal normally, however, until the views of the other delegations at the Conference have been defined to it, and until the whole matter has been threshed out in committee.

The so-called first committee has now been turned into a committee of all delegates, and is in effect the Conference sitting as a committee in private. The next such meeting, as at present arranged, takes place on Tuesday.

Britain's Reductions

The newspapers call attention to the significance of the recent announcements regarding reduction in the British Naval Construction Programme for 1929-30. It is reckoned that the naval tonnage which Britain would in the ordinary course have laid down in the current financial year, has been reduced by nearly 30,000 tons, or over fifty per cent. This is regarded as an impressive lead to the Conference, although some newspapers consider the cancellations excessive, particularly as they have been made without any effort to use such reductions as a bargain counter with other Naval Powers.

The Limitation Question

Rugby, Friday.

The first committee of the Naval Conference, consisting of all the members of the Conference, met this afternoon at St. James's Palace, Mr. Ramsay MacDonald presiding, and took up questions of limitation by global tonnage and limitation by categories.

After statements had been made by Mr. A. V. Alexander, the British First Lord of the Admiralty, Mr. Wakatsuki (Japan) Admiral Sirianni (Italy) and Mr. Adams (United States), M. Massigli, on behalf of the French delegation, gave an outline of the revised French compromise proposal.

The Committee adjourned until February 4, in order to give the delegates opportunity to study the above mentioned statements and any proposals that might be submitted to them.

Tour of Buckinghamshire

Mr. MacDonald has invited all the American delegates and their wives to lunch with him to-morrow at Chequers, his official country residence. Afterwards he will conduct his guests on a sightseeing tour through Buckinghamshire. Visits will be paid to Milton's Cottage, in Chalfont St. Giles, to Jordan's, with its quaker associations, to Penn, and to Great Hampden Churchyard, where John Hampden, the Cromwellian Parliamentarian, is buried. The American delegates will be particularly interested in the tour, for these places are historically associated with the pilgrim fathers.—British Wireless Service.

OFFICIAL APPOINTMENTS

The Hong Kong Government Gazette (extraordinary) published yesterday contained the following appointments:—

The Hon. Mr. W. T. Southorn, Companion of the Most Distinguished Order of Saint Michael and Saint George, has, by virtue of the provisions of the Letters Patent passed under the Great Seal of the United Kingdom constituting the office of Governor and Commander-in-Chief of the Colony of Hong Kong and providing for the Government thereof, to-day assumed the administration of the Government of the Colony on the departure of His Excellency the Governor, and has taken the prescribed oaths.

His Excellency the Officer Administering the Government has been pleased to appoint Mr. Edwin Richard Hallifax, C.M.G., C.B.E., to act as Colonial Secretary, with effect from this date.

Mr. Alan Eustace Wood to act as Secretary for Chinese Affairs.

Mr. John Barrow to act as his Private Secretary.

Lieut. Arthur Oswald Swayne, 1st S.L.I., to be his Aide-de-Camp.

The local rank of Captain has been granted to Lieut. Arthur Oswald Swayne, 1st S.L.I., A.D.C.

Captain H. B. L. Dowbiggin, H.K.V.D.C., to be one of his Honorary Aides-de-Camp.

Mr. Walter Richardson Scott, Assistant Superintendent of Police, to be one of his Honorary Aides-de-Camp.

Captain Richard Grey Strachey, M.C., 1st S.L.I., to be one of his Honorary Aides-de-Camp.

Subedar Major Mungul Singh, Hong Kong and Singapore Brigade, to be one of his Honorary Aides-de-Camp.

Subedar Hikmat, 3/15th Punjab Regiment, to be one of his Honorary Aides-de-Camp.

RELIABILITY TRIAL

The Woes and Joys of a Competitor

RIDING AT DAWN

Secret Checks That Took Away The Points

[Herald Special]

Twelve midnight is an unearthly hour for a start, even of a Motor Cycle Reliability Trial, but a dry, if cold, night made some amends.

A last minute look at the engine before starting, oil, petrol, light, all O.K.; a minute with the official starter, a nod from the timekeeper, a whiff of the throttle and we are away. Only a minute separates me from the previous man but already the glow of his rear lamp has disappeared.

Nathan Road, Waterworks Hill, Shatin are passed, and the glow of a road-side fire gives belated warning of the first secret check.

A Shadowy Figure

Towards Taipo a shadowy figure on the road indicates someone with a spot of bother and I cock an anxious ear to my engine. Its steady thump reassures me.

Fanling, with its open time check, finds me two minutes early, and one becomes aware of the difficulty of maintaining a twenty mile per hour average.

Un Long and Ping Shan are passed in quick succession, a light from a road-side joss house being the only sign of life.

Rest and Stretch

A rest and stretch to while away eight surplus minutes before passing Castle Peak check is welcome. The monotonous beat of the engine is conducive to sleep; a rather risky proceeding while riding.

Castle Peak is passed and the lights of Hong Kong can be seen across the water. Another ten miles and the first lap will be over. On through Tsun Wan and Laichikok to the Road Junction check and we have started the second lap.

Test of Endurance

By now the novelty has worn off, and it has become a matter of endurance. It is bitterly cold and occasionally it spots with rain, which needless to say, does not add to one's peace of mind.

Lap two is merely a repetition of the first. Fanling is passed dead on time.

The straight stretch to Ping Shan tempts one to "blind" and a flick of the throttle shoots the speedometer needle to fifty, which in the dark seems at least seventy. Castle Peak check again and some moments later a hail from the darkness, asking for my number, announces the second secret check.

These travelling marshals always seem to appear at the wrong moment. I am four minutes too soon, losing valuable marks.

The road junction again, and the third lap has commenced.

Dawn is not far away, another hour should see daylight, and another two—breakfast.

Up in the hills the cold is terrible and I shiver in spite of my two pull-overs, waistcoat, sweater, packet, and overcoat, but a drop of "Mother's Ruin" revives my spirits.

Dawn in Taipo

Dawn finds me in Taipo, and I

(Continued at foot of Next Column.)

stop for a stretch. One competitor is awaiting the 7.20 train, his throttle wire being responsible for failure. Fanling again finds me on time, and I arrive at Castle Peak one minute early. Breakfast of ham and eggs is awaiting.

This over, we discuss matters for a while, preparing to the re-starting test, which proved such a snag to many.

The Return Run

An hour later I am on my way again in a reverse direction. A derelict model on the side of the road is a silent testimony of what happens when one's light goes out at 55 m.p.h. The same old checks and I commence the last lap.

Another lonesome model in Tsin Wah indicates trouble. Thank my lucky star mine is O. K. (another two hours and I'll be home). Little did I realise what a bundle Dame Fortune had for me later. Castle Peak for the last time, and now en route for Fanling. Fifty-five minutes from the last check Dame Fortune handled me the mitt. Weird noises issued from the cylinder, accompanied by a sound not unlike a steam hammer in action. With a few spasmodic jerks I came to rest.

A Stuck Exhaust

More than twenty minutes elapsed before I freed a stuck exhaust valve.

On my way again, by dint of riding "all out" I managed to land home 30 seconds late.

Now, as I review the whole affair with my feet in the fire-place I'm convinced I enjoyed it.

COASTAL SHIPPING

Latest Changes In Personnel

LATEST LIST

Captain R. Kettlewell, of the Chusan, is on reserve.

Captain D. D. Richards, of the Shansi, has gone master, Chusan.

Mr. R. Anderson, chief officer, Chusan, is on reserve.

Mr. W. G. Lalor, from reserve, has gone chief officer, Chusan.

Mr. J. G. Grant, from reserve, has gone second officer, Chusan.

Mr. J. Binnie, second officer, Chusan, is on reserve.

Captain F. W. Potter, of the Sui-yang, is on reserve.

Mr. J. W. Jenkins, chief officer, Suiyang, has gone master, same ship.

Mr. M. Defty, from reserve, has gone acting chief officer, Linan.

Mr. J. R. Forster, chief officer, Linan, is on reserve.

Mr. W. B. Bruce, chief officer, Wantung, is on special duty.

Mr. D. Britchie, chief officer, Tungchow, has gone chief officer, Chungking.

Mr. R. Anderson, from reserve, has gone chief officer, Tungchow.

Mr. E. Michelmore, from reserve, has gone chief officer, Changsha.

Mr. J. McKinlay, chief officer, Changsha, is on reserve.

Mr. E. M. Swan, extra chief officer, Wanhsien, is on Home leave.

Mr. E. Williams, chief officer, Szechuen, is on reserve. Mr. R. Allinson, from reserve, has gone chief officer, Szechuen.

Mr. J. D. Palmer, third officer, Kwaisang, is on reserve.

Mr. J. N. Luke, on appointment, has gone third officer, Kwaisang.

Mr. A. J. Piggott, third officer, Suisang, has gone second officer, Kwongsang.

Mr. A. A. Brockman, on appointment, has gone third officer, Suisang.

Mr. A. Pettendrigh, third officer, Kumsang, is on reserve.

Mr. D. J. Thomas, on appointment, has gone third officer, Kumsang.

Mr. W. Curran, second engineer officer, Wanhsien, is on Home leave.

Mr. R. Cook, third engineer officer, Wantung, has gone thir engineer officer, Wuchang.

Mr. S. D. Williams, third engineer officer, Wuchang, is on reserve.

Mr. L. A. Puddephat, third engineer officer, Kwangtun, has gone third engineer officer, Fatshan.

Mr. A. Baggott, second engineer officer, Wenchow, has gone second engineer officer, Hupeh.

Mr. P. H. Todd, from reserve, has gone second engineer officer, Wenchow.

Mr. C. W. Bainbridge, second engineer officer, Changsha, has gone second engineer officer, Sinkiang.

Mr. J. H. Fayers, second engineer officer, Sinkiang, has gone second engineer officer, Changsha.

Mr. J. Robson, from reserve, has gone second engineer officer, Pingwo.

Mr. A. McNay, second engineer officer, Pingwo, is on Home leave.

—Shipping and Engineering.

NEWS FROM BYRD

"Much Ado About Nothing"

WORRY UNNECESSARY

Long Beach, Jan. 27.

A wireless message from Rear-Admiral Richard E. Byrd at his "Little America" Antarctic exploration base to-day described the reports that the Byrd expedition is ice-bound and in grave danger as "much ado about nothing."

Admiral Byrd said that there has evidently been more worrying in America than in Antarctica over the risks of his party.

"We have taken all precautions and it may be considered as true that we are not alarmed," concluded the Admiral's message.

The recent requests for assistance, which involved Washington's help in entreating international co-operation in getting the Byrd group out of the ice pack within a month, originated with the backers of the expedition and not with the expedition itself.—United Press.

DISORDER IN FUKIEN

(Continued from Page 1.)

Sometime previous to the recent coup in Foochow, differences of opinion arose between the Defence Commissioner, Ling Tsung, and the Provincial Council. Reliable reports state that Ling Dee Hiong threatened to bring his entire Constabulary to Foochow and disarm the Defence Commissioner.

Leaders Urged to Revolt

In order to even the score in the settlement of these differences, the Defence Commissioner allied himself with the Loo Party, and prevailed upon the leaders to seize control of the Central Government of the Province, and imprison the leaders of the opposition, the enemies of the Loo Party, on the charge of being counter-revolutionists, secretly planning to unite the Left Wing, or more radical political elements of the Province, against the present Government under the leadership of the rather doubtful General Chang Chen, Defence Commissioner of the District of Changchow, and the strongest man in South Fukien. Plans were quietly laid and executed in Foochow, January 6, 1930, when an official dinner feast was surprised and broken up by the uninvited entry of soldiers who seized and carried away with them six important guests.

Storm of Opposition

Subsequent events indicate that the leaders of this raid thought themselves strong enough to compel recognition from the Civil Governor, Admiral Yang Shu-chuang, and the Authorities in Nanking, and thus gain the mastery over military affairs within the Province. However, their plans do not appear to have materialized as anticipated. A storm of opposition has arisen against them from all circles. Loo Hsin-bang seems to have found it a laborious task to convince the public and his superiors that his actions were justified. The result is a multitude of voluble and plausible excuses, mutual incriminating accusations, and subtle efforts to "pass the buck."

The Final Result

So involved and complicated is the situation that only those who are on the "inside" have a knowledge of what will be the final result. It is generally conceded, however, that compromises will be made, a few of the less desirable officials implicated will be ousted from office, and that a general reorganization of the Provincial Government will be made before a final adjustment is reached. Few doubt that any heads will be lost, as has been threatened by Loo Hsin-bang.

When the Loo combination asserted itself in North Fukien, General Chang Chen was busily engaged in bandit suppression, or rather prevention, in the south western sections of the Province. Upon receiving news that he was being publicly anathematized and outlawed by Loo Hsin-bang, General Chang Chen immediately recalled his entire army, rapidly concentrating them at Changchow, leaving the outlying mountainous and bandit infested regions totally unprotected.

Pillage and Plunder

Availing themselves of the political disorders in Fukien, the famous leaders of the Communist Army, Che Te and Mou Tse-tung, who throughout the two years just past have been an open fester on the Kiangsi-Fukien border, retreated before the pressure of General Chin Han-ting of the Kiangsi Forces, and again entered Fukien, occupying the important cities near the south western border of the Province. Already reports are being received of the usual waste and destruction, pillage and plunder, tyranny and bloodshed which follows the train of this savage and rapacious body of troops.

Thus continues the cycle of oppression, distress, despair, which the public must suffer. Each cycle is apparently worse than the former, and all the result of suspicion and jealousy, greed and selfishness, and the lack of patriotic co-operation on the part of public officials. A combined military leadership and civil administration closely co-operating for the public welfare rather than for personal gain and self emolument could make, within a few weeks, the larger part of this Province as safe as the streets of Shanghai.

During the last few years communications with the interior have been wonderfully improved by means of newly built automobile roads, which make possible the shifting of troops quickly. Few people know that a person is able to travel all the way from Amoy to Foochow, a distance of more than two hundred miles, via automobile roads connected with hundreds of miles of intersecting highways leading to other important places.

Roving Brigands

In South Fukien alone approximately five hundred miles of such roads have already been completed, and others are in rapid progress of construction. However, due to roving bands of bandits and brigands who wander over the country at will, and who kidnap and plunder at their pleasure unmolested, but few of these highways are safe for general public use. These conditions will not be improved until there is closer co-operation, more honesty, greater integrity, and a higher type of patriotism among most of the leading public officials in all parts of the Province.

WEDDING BELLS

Mr. L. G. Frost Marries in Tientsin

A PRETTY CEREMONY

The marriage of Mr. Leopold Gotley Frost, of Hong Kong, to Miss Marjorie Graham, of Tientsin, was solemnised yesterday at the All Saints Church, Tientsin. The Rev. Munroe performed the ceremony.

There was a large number of friends present at the wedding. The bride, who was giving away by her father, Mr. T. J. Graham, was charmingly attired in chiffon velvet and lace with veil of embroidered tulle and orange blossom. She carried a bouquet of white and pink carnations.

Miss Thelma Graham and Miss Maidie Warren were the bridesmaids and the flower girl was Miss Claire Graham. They were dressed in blue chiffon velvet and tulle and all wore wreaths of blue flowers and leaves. They carried bouquets of daffodils.

The page boys were Masters Allan Taylor and Michael Lamble.

Although the ceremony was timed at 2 p.m., many friends had gathered at the doorway of the church long before the time. The Church was suitably decorated with flowers, and the choir was formed by a troop of rangers and girl guides, with which Movement the bride has been associated for many years.

A guard of honour and a mounted escort were also provided by the mounted section of the Tientsin Volunteer Corps.

The duties of best man were discharged by Mr. W. E. Holland of Shanghai, and the groomsmen were Messrs. E. C. Leighton, L. J. Coulcher, H. Wasser and R. R. Johnston.

A reception was held at the bride's residence, No. 41 Kailan Lane, after the ceremony at the church, where a large number of friends gathered to offer their felicitations.

The honeymoon is being spent in Peking and Shanghai.

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